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The GREAT WAR

THE STANDARD HISTORY
OF THE
ALL-EUROPE CONFLICT

Edited by
H. W. WILSON

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C. K. OGDEN

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THE GREAT WAR

VOLUME I



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Frontispiece to "THE GREAT WAR" Vol.I. Photo Russell & Sons

Vice-Admiral Sir John Rushworth Jellicoe, K.C.B. K.C.V.O.
Commander-in-Chief, Home Fleets.

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THE GREAT WAR

THE STANDARD HISTORY OF THE ALL-EUROPE CONFLICT

EDITED BY

H. W. WILSON

Author of "With the Flag to Pretoria" "Japan's Fight for Freedom" etc.

and

J. A. HAMMERTON

Editor "Harmsworth History of the World"



PROFUSELY ILLUSTRATED



VOLUME I

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THE AMALGAMATED PRESS LIMITED
1914

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PART 1 OF
THE GREAT WAR,
the Standard History of the All-Europe Conflict, including eye-witnesses' stories of striking incidents throughout the field of operations.



THE KAISER.

10-25PM•REUTERS TEL• GERMANY DECLARS
WAR ON RUSSIA• ST PETERSBURG•AUG•1
T GERMAN AMBASSADOR IN T NAME O HIS
GOVT HANDED TO T FOREIGN MINISTRY A
DECLARATION O WAR AT 7-30 THIS
EVENING•REUTER•10-27

Photograph of the latelu message declaring war as it came over the tape machine to the newspaper offices.



THE TSAR.

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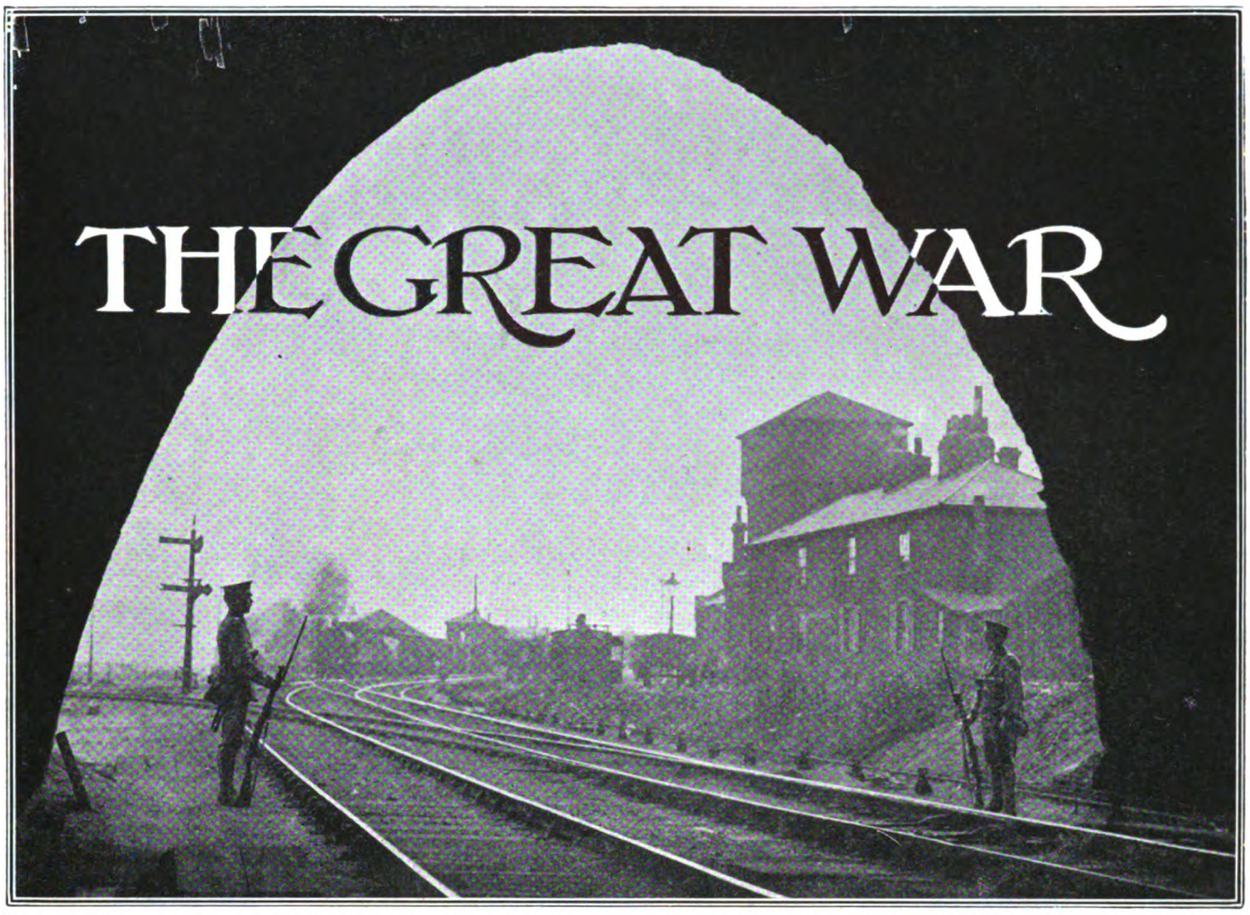


[Bassano.

THE MAN WHO GETS THINGS DONE.

Earl Kitchener, whose appointment as War Minister was greeted with satisfaction throughout the Empire.

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BRITISH TERRITORIALS GUARDING THE RAILWAY AT ROCHESTER.

The Standard History of the All-Europe Conflict.

Edited by H. W. WILSON,

Author of "With the Flag to Pretoria," etc.

CHAPTER I.—HOW THE TROUBLE BEGAN.

War Springs from a Schoolboy's Crime—Britain's Home Troubles Encourage Germany—A Surprise for the Kaiser—Red Ruin in Six Weeks—A Changed Europe—Dark Days for Germany—The Tragedy of the Archduke Francis Ferdinand—Why Servia hates Austria—A Dramatic Dinner—A Revolting Double Murder—Austria's Excuse for Fighting—The All-Europe Conflict Begins.

THE greatest war of modern times, and perhaps in the whole history of the human race, was begun by Germany using the crime of a schoolboy in Bosnia as her excuse. On Sunday, June 28th, 1914, a student named Prinzep shot and killed the Archduke Francis Ferdinand, heir to the thrones of Austria-Hungary, and his wife, the Duchess of Hohenberg, in the streets of Serajevo.

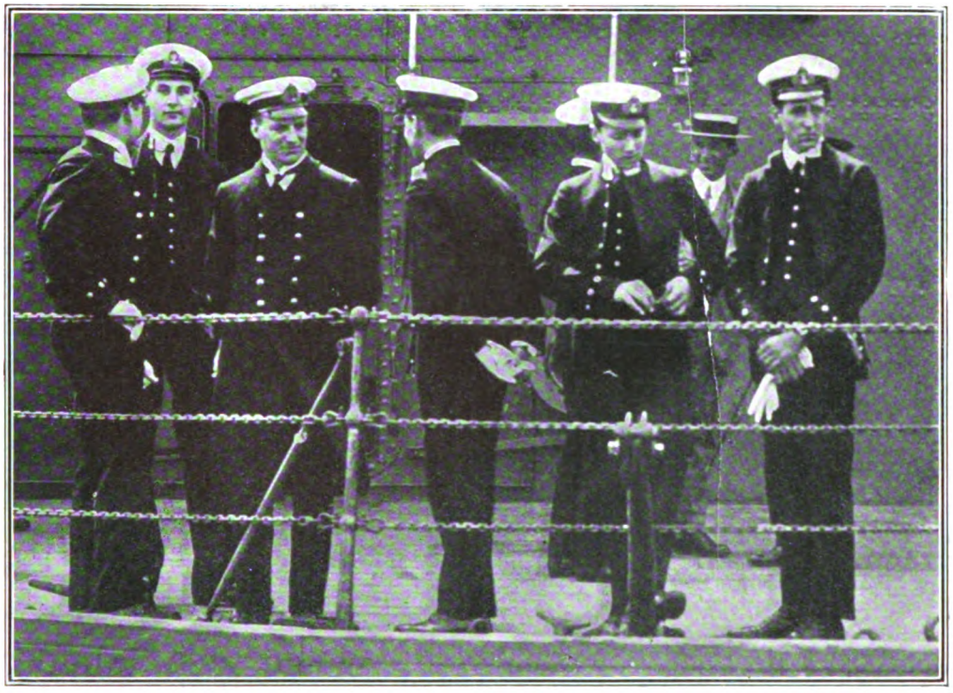
The Austro-Hungarian Government and its supporter and adviser, the German Government, determined to take advantage of the crime to make a great step forward in Europe. Austria had for many years regarded the steadily growing power of Servia with uneasiness. This peasant state, with the prestige of her recent victories against Turkey and Bulgaria, and with her greatly increased territories, was becoming too strong. Now, when she had not yet had time to recover from her last wars, was the time to curb her.

The situation in Europe seemed to encourage the German peoples in this adventure. England, it was thought, could do nothing, for she had her hands full with her Home Rule troubles; with the threats of civil war in Ireland. Russia was in the midst of the reorganisation of her army, and could never again be better defied than then. As for France, Germany believed herself quite competent to deal with her, and sought for an opportunity of doing so.

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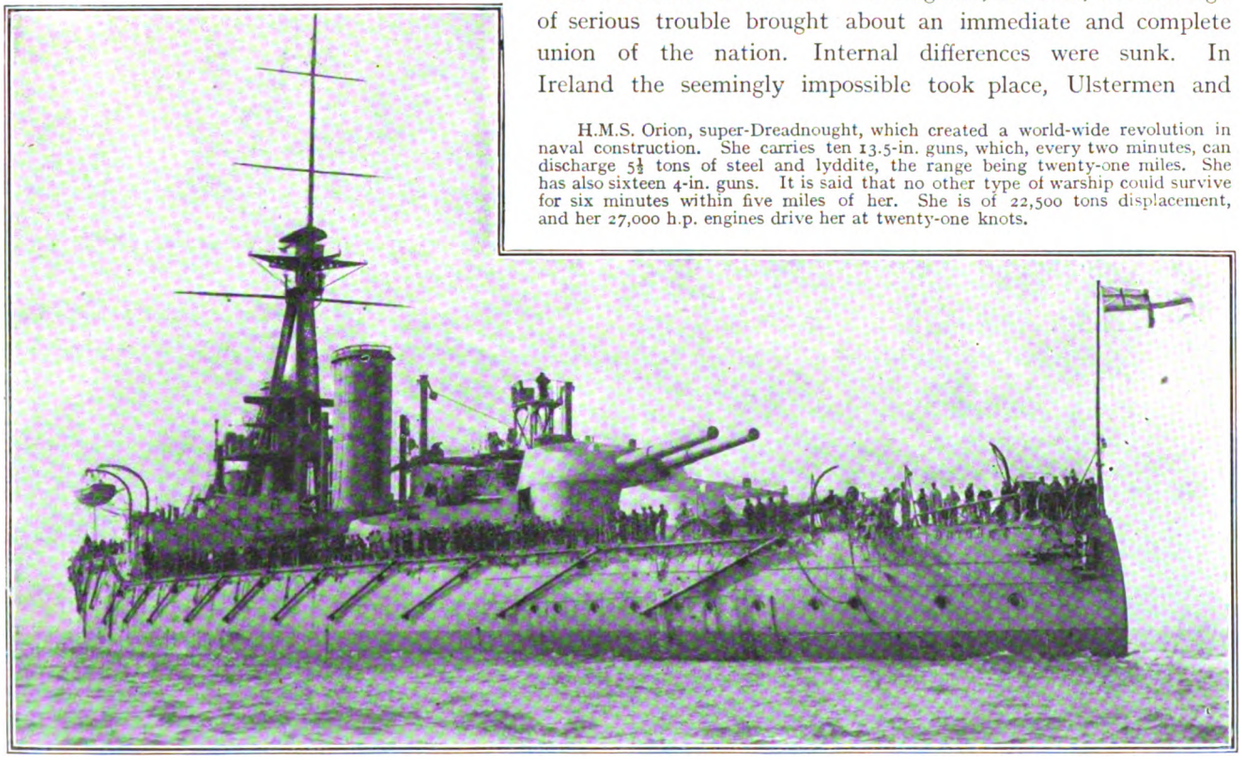
Then, on the pretence of righteous indignation at the murder of the Archduke, Austria-Hungary put forward a series of demands which Servia could not possibly have met without the virtual destruction of her independence. Two days only were given for reply, and when Servia, granting all legitimate demands, asked for arbitration over some impossible clauses, a declaration of war quickly followed.



A GROUP OF TYPICAL YOUNG OFFICERS ON A BRITISH WARSHIP.

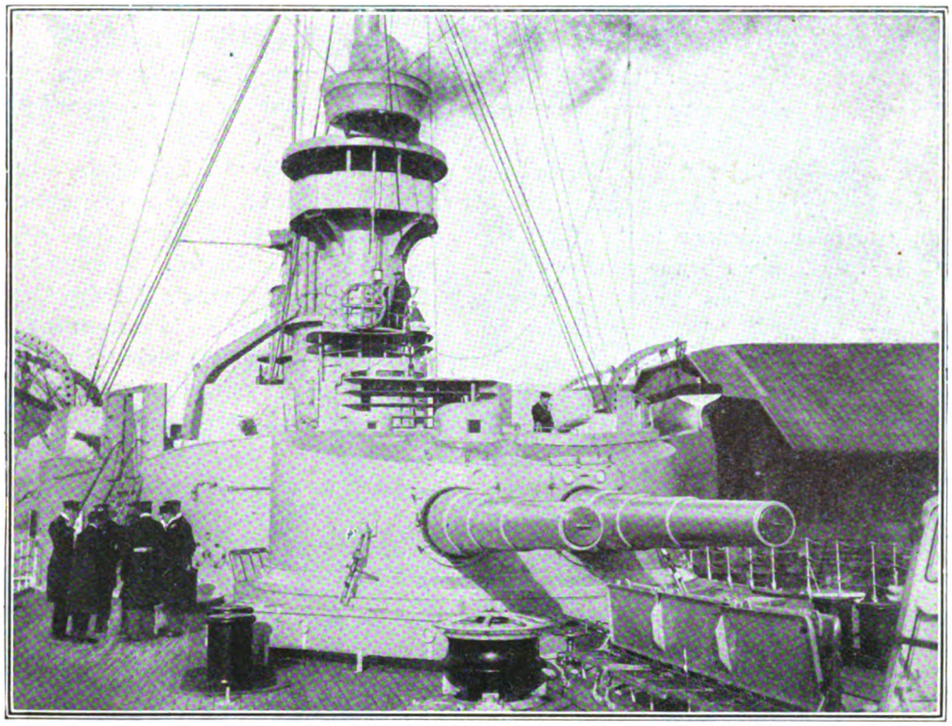
Russia, the friend and patron of Servia, attempted to mediate in favour of the little kingdom. Then Germany intervened and confronted Russia as the ally and defender of Austria. When negotiations between Germany and Russia became critical, Germany demanded of France what course of action she would take if war broke out between Germany and Russia. Declarations of war between Austria and Germany on the one side and Russia on the other followed. Without waiting to declare war, Germany proceeded to attack France, pouring her armies through the neutral territory of Luxemburg and Belgium.

It soon became clear that Germany and Austria had made initial miscalculations. It had been assumed that England would do nothing owing to her internal troubles, and that Belgium would be powerless to attempt more than a nominal resistance. In England, however, the first sign of serious trouble brought about an immediate and complete union of the nation. Internal differences were sunk. In Ireland the seemingly impossible took place, Ulstermen and



H.M.S. Orion, super-Dreadnought, which created a world-wide revolution in naval construction. She carries ten 13.5-in. guns, which, every two minutes, can discharge 5½ tons of steel and lyddite, the range being twenty-one miles. She has also sixteen 4-in. guns. It is said that no other type of warship could survive for six minutes within five miles of her. She is of 22,500 tons displacement, and her 27,000 h.p. engines drive her at twenty-one knots.

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THE BIG GUNS OF THE GERMAN WARSHIP SCHARNHORST.

Nationalists becoming brothers in arms; in Parliament, party differences vanished, and the Government called the leaders of the Opposition into its inner councils; controversies were postponed; Great Britain presented a united front. When Germany proceeded to violate Belgian neutrality, not only did the Belgians offer a wholly unexpected and very successful defence against almost overwhelming odds, but England — bound by Treaty to respect and protect Belgian independence—declared war against Germany.

Thus the German peoples plunged humanity into the Great War. Less than six weeks after the firing of the pistol shots at Serajevo every nation in Europe was at war, or ready for war. Even little Montenegro boldly hurled her defiance against the authorities at Vienna. Eight nations were fighting, and eighteen million men under arms. The very talk of war, before the first shell came tearing through the air, spread ruin over the whole of Europe, as even the Black Death had never spread in the Middle Ages. Millionaires found themselves bankrupt. Stock Exchanges had to close. Even the London Stock Exchange was forced temporarily to suspend operations, a measure never taken before, and our Government had, for the first time in British history, to suspend the right to demand payment of debts. The cost of many staple foods doubled almost in a day. Events followed one another so suddenly that many thousands of holiday-makers, who had gone for a few weeks to the Continent, found themselves hemmed in suddenly among hostile peoples, unable to obtain money, turned out of hotels, and often enough refused food or lodgings. Hundreds of them were forced to remain long after the war was in progress—many in the greatest distress. Paris, the brightest city in Europe, became almost at a



GERMAN NAVAL OFFICERS AT MESS.

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breath a city of darkness and quiet, with no traffic, with cafés closed at eight at night, with many shops shut, and military rule omnipotent. The Londoner who had taken his family for their annual holiday to Felixstowe or Harwich found himself ordered to leave the town, as the authorities might blow up the houses at any moment to leave a clear sweep for the guns, ready to greet approaching foes. Innumerable business houses, yesterday flourishing, found their trade gone, their markets closed, and their men in the fighting line.

The whole life of Europe was revolutionised at a bound, and the whole future of the world changed. The great war of 1914 may be short and sharp, or long drawn out. It may be rapidly concluded by a series of sweeping victories, or victory may incline now to one side, now to the other. But however it ends—and Britain is confident that it can have but one end—Europe will never be the same again. Nations will be revolutionised. Rulers may go, kingdoms may disappear, and small nations may draw closer together. The great German Empire, the outcome of the genius of Bismarck and Moltke, may possibly split up once more into its old components. Humanity will pay a great price—how great we now scarce dare contemplate. Much that our civilisation has laboriously built up and carefully guarded may perish. One result will, however, almost certainly follow. The great military machine, erected by the relentless ambition of one man, which has so long threatened the peace of Europe, will be broken.



WAR FEVER IN GERMANY. THE POPULACE CHEERING THE KAISER ON THE OUTBREAK OF HOSTILITIES.

Thus were the pistol shots of a student used by Germany to submit to the bloody arbitrament of war the three great issues which for the past twenty years have distracted Europe — the struggle between German and Russian, between Teuton and Slav; the passionate French indignation at the treatment of Alsace-Lorraine, the provinces torn from France in 1870 by the Prussian military despotism; and the German desire to wrest from Great Britain the command of the sea.

Two great rivals stood out in the early stages of the negotiations—Germany, dreaming of a vast Teutonic State, stretching from the Belgian coast to Salonika; and Russia, the leader and protector of Slavonic nations.

Let us return to the memorable day at Serajevo. The Archduke Francis Ferdinand, nephew of the venerable Austrian Emperor, and heir to the thrones of Austria and Hungary, had resolved to visit the Bosnian capital. This pretty little town is one of the most interesting in Europe. Less than forty years ago it was a Turkish fort with a few huts around, and it still has some 20,000 Mohammedan inhabitants. Men call it the "Damascus of the North." Alongside of the Mohammedan quarter are seen modern Germanised streets, beer-halls and cafés, shops full of costly wares, splendid public buildings, and a fine railway station. Austria made Serajevo her headquarters when Bosnia and Herzegovina were placed under her protection in 1878, as her share of the spoil after the Russo-Turkish War. She increased her hold there when she annexed the two states in 1909. Austria brought Serajevo

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prosperity, but not contentment. The inhabitants resented being taken over by Austria. They were Slavs. They wanted to join the people of their own race, Servia, the peasant kingdom, and Servia wanted them. Their resentment, despite all Austria's efforts, grew year by year.

Francis Ferdinand knew of Bosnia's discontent. He had visions of his own. He would win over these people by a mixture of severity and kindness. Some of his friends believed that he dreamed of making his crown a triple and not a double one. The Austrian Emperor already rules over two separate states, differing in speech, race, and ways—Austria and Hungary. Men would have it that Francis Ferdinand dreamed of a third people, the Southern Slavs, forming a nationality under the crown of Vienna. What is more probably true is that his ambition inclined towards a steady advance of the Austrian flag to the East, bringing it in time to the Mediterranean at Salonica. In order to carry out this campaign it was necessary, or at least desirable, that Bosnia should be placated. So he visited Serajevo, to promote his campaign for winning over these peoples.



IN THE FIRST FEW DAYS OF THE WAR THE BANK RATE WENT UP TO TEN PER CENT.! HERE A MAN IS SEEN SIGNALLING A RISE TO FOUR PER CENT.



SHOPS BEARING GERMAN AND AUSTRIAN NAMES FARED BADLY IN PARIS, MANY BEING WRECKED. THE ABOVE ARE THE PREMISES OF AN AUSTRIAN JEWELLER.

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He was a man well calculated to accomplish a great task in statecraft. Francis Ferdinand was one of the most striking and forceful characters among the heirs to European thrones. In 1889, the death of the Crown Prince Rudolph made him suddenly and unexpectedly heir to the old Emperor. Rudolph died under circumstances of mystery which have not even yet been fully cleared up. He was found dead in his bed in a hunting-lodge he was accustomed to visit in circumstances which made it not very clear whether his end had come from suicide or from murder. Rudolph, a man of brilliancy and of great accomplishments, had ruined his future through his own evil life. Francis Ferdinand was a prince of another type—a man of strong convictions, principles, and will power. Up to now he had passed a somewhat aimless life. From the hour that he became heir to the throne he applied himself seriously to great affairs.

A year after his change of station he showed his independence and shocked the traditions of the Austrian Imperial House—the most rigid, punctilious, and exclusive in the world—by morganatically marrying Countess Sophie Choteck, a member of a noble Bohemian family. He had to make a declaration that neither his wife nor children could ever possess any title to the Austrian throne. Instead, however, of keeping his morganatic wife in the background, he associated her with himself in all his work. She was made a princess, and given the title of Duchess of Hohenberg, and





THE FINANCIAL CRISIS DUE TO THE WAR. THE TOP PHOTOGRAPH SHOWS A RUN ON A PARIS SAVINGS BANK. THE BOTTOM ONE REPRESENTS A SCENE OUTSIDE THE BANK OF ENGLAND, LONDON.

was his constant companion. Too powerful to be slighted, too clever to let herself be ignored, she earned widespread respect and admiration. There is no reason to doubt that had her husband reached the throne, precedent would have been modified, and she would have taken the rank and courtesy titles of Empress of Austria and Queen of Hungary. The King of England and the German Emperor were prepared to recognise her. And it was as a preliminary to such recognition that she was invited to England with her husband on a visit to our King and Queen a few weeks before her end. Francis Ferdinand and his wife planned great schemes for their land. They were ambitious for its power, authority, and prosperity. So it was that when the Archduke went to Servia his wife accompanied him.

The Imperial pair arrived at Serajevo on the Sunday morning, and, after inspecting the troops, drove in a motor towards the Town Hall, where the civil authorities were waiting to receive them. As they drove along Appel Quay a bomb was hurled at them by a young printer, Cabrinovitch by name, twenty years old. The Archduke, it is said, warded off the bomb with his arm. An aide-de-camp, seated in a motor-car behind, was wounded in the

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neck by fragments of the bomb, as it exploded, and several passers-by received injuries. The Royal pair were not hurt. When their motor-car reached the Town Hall, and the mayor, ignorant of the attempt, set out to make the address of welcome, Francis Ferdinand turned on him brusquely. "What is the good of your speeches? I come to Serajevo on a visit, and I get bombs thrown at me. It is outrageous!"

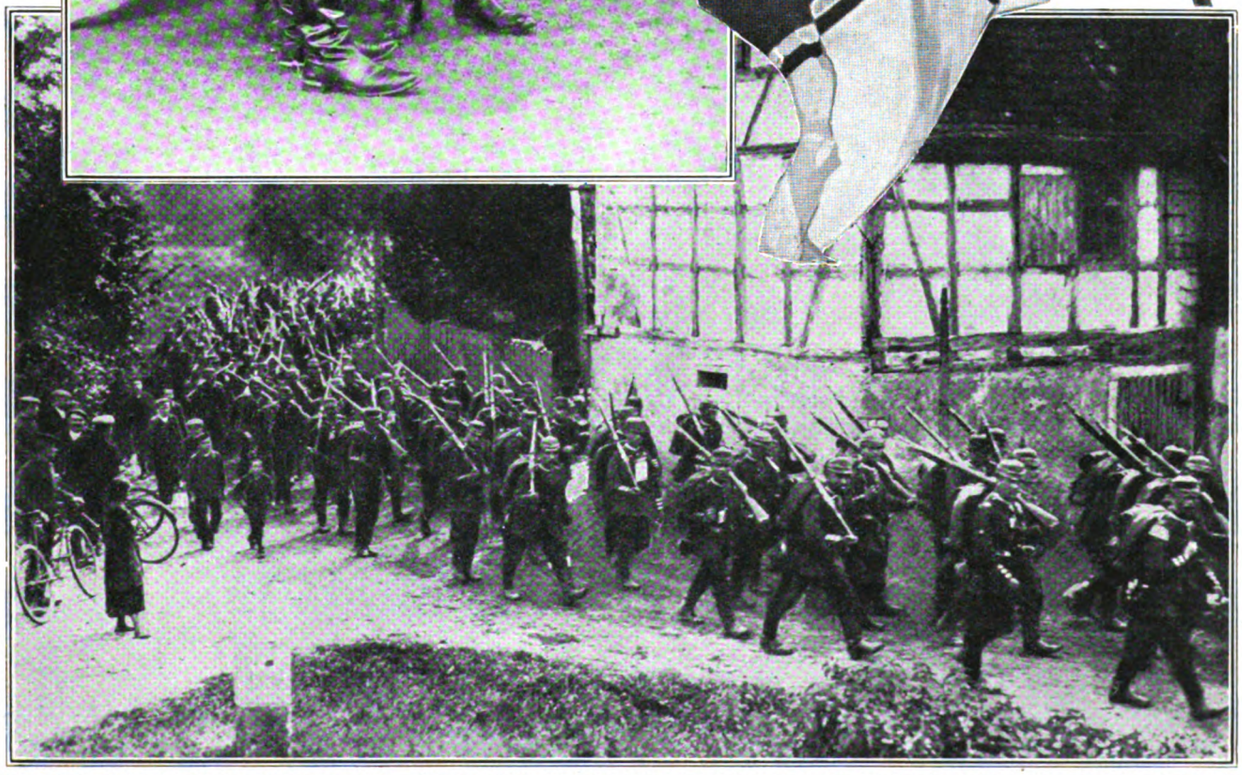
The procession drove back in due course from the Town Hall, and then a second attempt was made. Gavrilo Prinzep, a Bosnian High School student, hurled another bomb. This bomb did not explode. Quickly the lad fired three shots from a

THE KAISER CONSULTS A WAR MAP WITH A MEMBER OF HIS MILITARY STAFF.





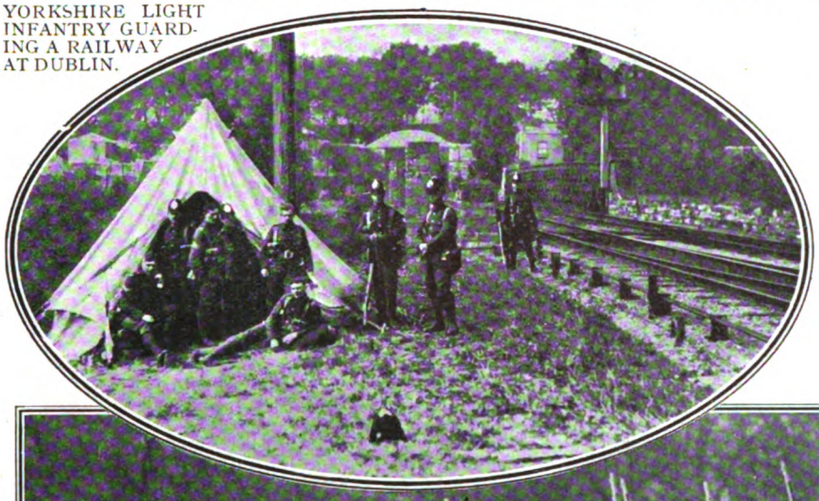
THE KAISER'S AMBITION IS TO SEE THIS FLAG DOMINATING THE WORLD.



GERMAN INFANTRY ON THE MARCH. THEY ARE VERY HEAVILY LADEN, AND IT IS GENERALLY EXPECTED THAT THIS FACT WILL SERIOUSLY INTERFERE WITH THEIR MOBILITY.

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Browning automatic pistol. The first bullet struck Francis Ferdinand in the throat. His wife threw herself in front of him, seeking to cover his body with her own, and embraced him tenderly. A second bullet entered her body. Yet a third bullet went home. Francis Ferdinand, as they were driven rapidly off to the governor's palace, opened his eyes to make one last request to his wife. "Sophie, live for our children!" But the Duchess of Hohenberg was herself mortally stricken, and both died almost immediately.



YORKSHIRE LIGHT INFANTRY GUARDING A RAILWAY AT DUBLIN.

Cabrinovitch and Prinzep were both secured. Both were of Slav nationality. They denied having accomplices. They even denied, at first, that they knew one another. But examination brought daily more and more evidence that this was no isolated outrage, but part of a great plot. The day on which the attempt was made, the anniversary of a famous battle, was significant. The town was found to be full of conspirators. If Prinzep had failed, another opportunity would have been found on the same day to commit the murder. As detail after detail became known, a great flame of hatred of the Servian people, as Slavs, was kindled throughout Austria. And in the passion so excited the masters of statecraft in Berlin and Vienna saw their opportunity. It was not difficult to start a war. The people of Austria, at least, were in the temper for it; but that the Emperors of Germany and Austria never guessed how far and how rapidly the war-fever would spread is certain.



LONDON TERRITORIALS, PREPARED TO MEET THE KAISER'S FORCES.



BRITISH ARTILLERY ON MANŒUVRES.

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SECTION 2 OF CHAPTER I.

WHY did men of Serb race plot to murder the heir to the Austrian throne? What gave rise to the old enmity between the two countries?

The struggle between Austria and Servia is really the struggle between two great races—the Teutons and the Slavs. The Slavs, led by Russia, have, during the past half century, found themselves. They are knit together by ties of religion, sympathy, and blood. To the average man in St. Petersburg—be he peasant. soldier, or noble—the story that Austria was striving to crush the Slav people of Servia came with as potent appeal as we would feel were we to learn that Canada or Australia were threatened by some foreign Power with annihilation. German unity and ambitions have grown steadily in recent years, but mixed with great confidence there has always been some apprehension of Germany's eastern neighbour, Russia, with its immense population and vast resources. Germany, with Russia on one side and France on the other, has always recognised and prepared against the danger of being crushed by these two, as a nut is crushed between the sides of a pair of crackers. Each advance of Germanic peoples has been regarded by the Russians with suspicion. Each advance of the Slavs in Europe has been regarded by the Teutons with feelings almost approaching alarm.

The German nations and Russia found their constant bone of contention in the Balkan Peninsula. All were obliged to recognise that in time Turkey, corrupt and effete, must be driven back to the gates of Constantinople. Who was to have her lands? Russia's ambition was to see a group of strong and independent Slav states covering the peninsula. Austria, with Germany behind her, wanted to assert a formal protectorate over some of the states, or to annex as much territory as she could get. Year by year the struggle, now open, now concealed, went on. It caused war after war. It incited endless intrigues, plots, and murders. Time after time it brought all Europe to the verge of a struggle, such as is now on us.

Servia, near neighbour of the Austrian Empire, has naturally been coveted and contested ground. The tale of how the Servian peasants, two hundred years ago, rose against the almost omnipotent Turk and, after long years of fighting, won their partial independence, is one of the romances of the Near East. Sturdy, simple, industrious, and amazingly brave, the Servian people have from the first revealed many admirable qualities. The globe-trotters who judged them from the artificial gaieties of Belgrade, with up to recently its vice and its flaunting extravagance, made a great mistake. The real Servian, the man who has won war after war, is the peasant, the farmer, the countryman, who, among his mountains, living honestly and working hard, has helped to build up a great people.

Servia was and is ambitious. If Austria dreamed of occupying the Balkan Peninsula far down to the Black Sea, Servia dreamed first of complete independence from Turkey, cutting off



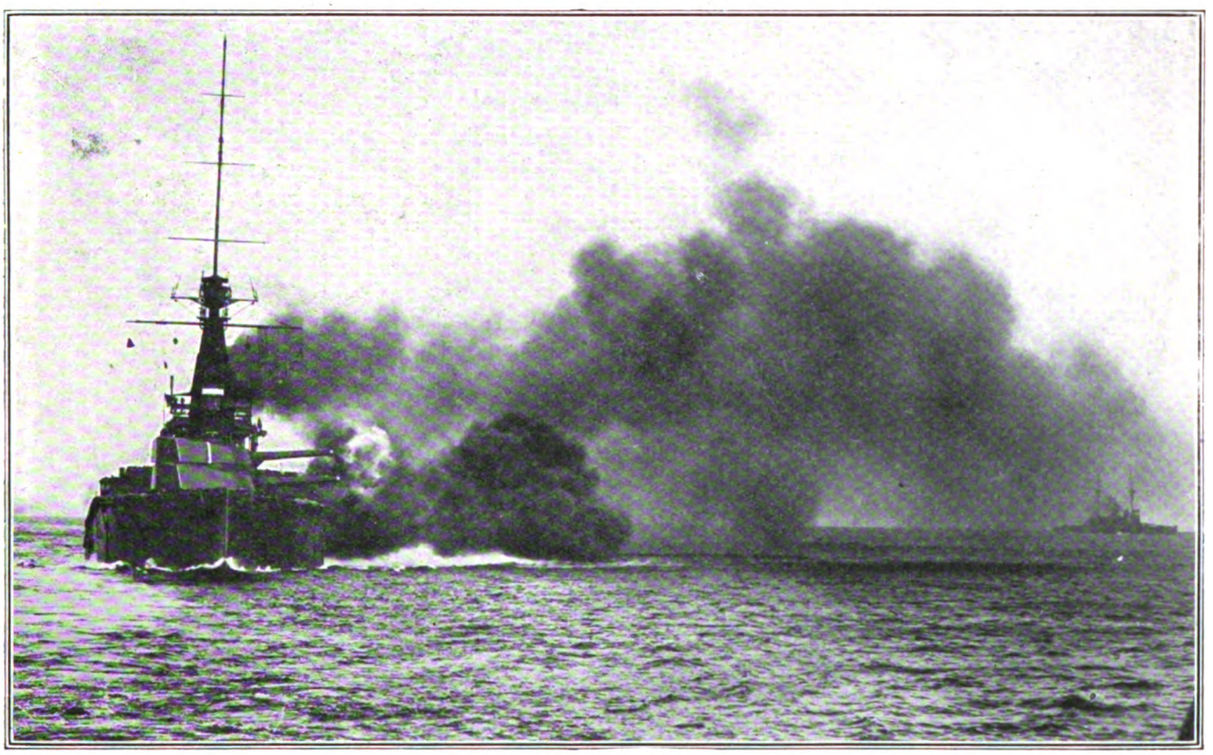
Photo, Bourne & Shepherd India.

THE MAN THE KAISER FEARS.
EARL KITCHENER, THE NEW WAR MINISTER.

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the nominal suzerainty that long remained, and then of becoming the centre of a great Slavonic dominion. It was to link up with itself Bosnia and Herzegovina, Slavonia and Dalmatia, Montenegro and Sanjak of Novi Bazar. A new empire was to arise in the south-east of Europe. This little race of pig-keepers—the main industry of Servia—surrounded by powerful neighbours, aimed high, and knew no fear.

The Austrian nation was not ignorant of Servia's dream. "If the divided Serbs should ever come together," they said, "they would impose invisible barriers on the spread of Germanism in the Balkan Peninsula." Accordingly, when forty years ago Servia, under Prince Milan, was making ready for war against Turkey, Austria was planning in the council chamber to thwart her. The story of the wars, that ended in the Russo-Turkish War of 1878, need not be repeated here. In the end, after some defeats, Servia found herself an independent kingdom, and Prince Milan became King. In the hour of triumph, however, came the bitterest check. Austria had secretly arranged with Russia, Servia's great neighbour in the north, that, as the price of Austrian neutrality, the Turkish provinces of Bosnia and Herzegovina should not be handed over to Servia. When the Powers of Europe came together in Berlin, the two provinces were placed under Austrian protection.



THE DEADLY BROADSIDE. H.M.S. MONARCH FIRING HER 13·5 GUNS.

Belgrade, now the capital of Servia, became the battleground of Russian and Austrian diplomacy. King Milan was popular with his army and with the country. Unfortunately for him he thought, after the war of 1878, it would be better for the interests of Servia to be friendly with Austria than to co-operate with Russia. His people did not share his delusion. His relations with his wife, Queen Nathalie, were very unhappy, and ended in his divorcing her. Nathalie was strongly sympathetic to Russia, and her woes were paraded throughout Europe. Revolutions broke out, trouble of every kind developed, and the end was that Milan, to the general surprise of his friends, abandoned his crown, abdicating in favour of his son Alexander, and retired to Paris. One of the conditions he made when he abdicated was that the Regents placed over his son should never allow the boy's mother to see him.

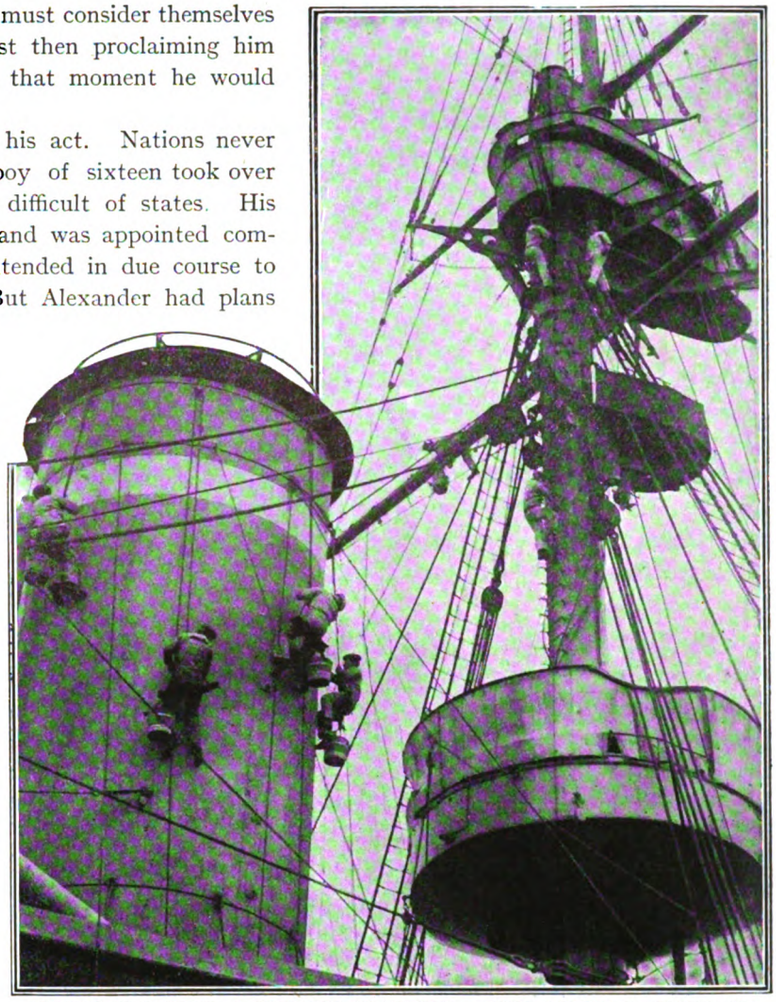
Here was a lad in his thirteenth year, abandoned by both his parents, placed under the care of a group of Regents, and given the worst possible training that could be imagined to prepare him for his great office. He found himself the centre of intrigues, even as a boy. His Regents did their best to keep their promise to his father and isolate him from his mother. Alexander apparently retained some affection for both his parents. Gradually he grew impatient of being under the rule of tutors, and one night, when only sixteen, he invited the Regents and their ministers to a dinner in the palace, nominally in their honour. He got up during the dinner and announced

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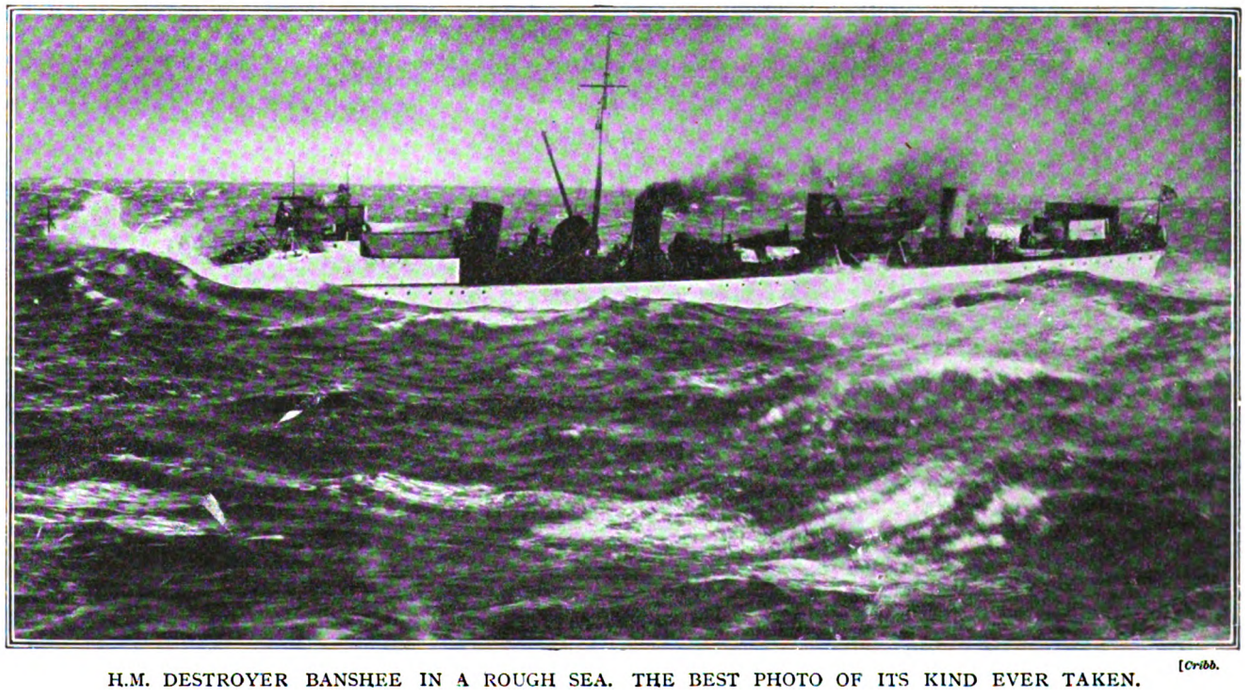
to them that for the next few hours they must consider themselves his prisoners. The army, he said, was just then proclaiming him of full age and reigning King, and from that moment he would assume full Royal powers.

The nation supported Alexander in his act. Nations never love Regents. Thus it was that this boy of sixteen took over control of one of the most turbulent and difficult of states. His mother came back, his father returned, and was appointed commander-in-chief of the army. It was intended in due course to marry Alexander to a German princess. But Alexander had plans of his own. He had met and become familiar with a young and pretty widow, Madame Draga Maschin, who lived in modest fashion in Belgrade. Madame Draga had many admirers, and scandal made very free with her name. Let it be said, in justice to her, that some of the best men in Servia declare to this day their firm belief that scandal was false. Until she yielded to the King, say they, she lived a respectable life. Draga attracted attention in different quarters. Queen Nathalie who, despite her quarrels with her husband, was of a very sympathetic nature, noticed her, became her patron, completed her education, and made her one of her Court ladies.

Alexander was thrown much in company with Draga, and was charmed with her. His admiration soon turned to violent love. Queen Nathalie at first liked to see her son and the beautiful Court lady together. She had no



SPRING-CLEANING A BRITISH WARSHIP. THIS PICTURE GIVES AN EXCELLENT IDEA OF THE SIZE OF THE FUNNELS AND MASTS.



H.M. DESTROYER BANSHEE IN A ROUGH SEA. THE BEST PHOTO OF ITS KIND EVER TAKEN. [Cribb.

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suspicion of the real relations that rapidly sprang up between the two, and when by chance she discovered a letter from Draga showing that she had a love intrigue with the King, she at once dismissed her. In time Draga became the mistress of the King.

To cut a long story short, while Milan was seeking to arrange his son's marriage with a German princess, and had gone to Carlsbad to complete some of the negotiations, Alexander suddenly issued a proclamation announcing that he was about to marry Draga. There was a tremendous scandal. Every ancient scandal about her was revived. Old love-letters of hers to other men were, it was said, hawked about secretly in the streets of Belgrade. Draga as the King's mistress was one thing; as his wife quite another! The country was disappointed, for it had looked to add to the prestige and power of Servia by the alliance of the King with one of the greater ruling houses of Europe. The King's Ministers opposed the marriage. He dismissed them all. One Court group sought to promote a plot to dethrone Alexander and reinstate his father in his place. The plot came to nothing.

The Emperor of Russia saved the situation for Alexander for the moment by agreeing to become the principal witness at the wedding. But Draga was to find her throne a very thorny one. Everyone was against her. King Milan died soon afterwards—his friends said of a broken heart at the conduct of his son—at Vienna. The politicians were furious against Alexander because he suspended the constitution and pursued the chiefs of the Radical party, which opposed him, with relentless persecution. Nothing that Draga did was right. It was believed, and not without reason, that she intended to pass off a child of her sister as her own, in order to have an heir to the throne. The Army was offended—not alone because it felt the slight to its dignity in Draga being made Queen; it was hurt by the promotion of her brothers to high places in the Army, and by favouritism shown to the Queen's old friends.

Had Alexander and Draga and the Servians been left alone, some compromise in a very unhappy situation might have been arrived at. But, unfortunately, two Powers were working underground, and using the situation in their own interest. Alexander had been at the start somewhat in favour of Austria, and there is little doubt but that the Russian Government worked hard at that time to secure the end of his reign, and the succession of a Russian Grand Duke in his place. The action of the Emperor of Russia in becoming a witness at his marriage won the young King over to the Russian side, and thus it was that Austrian gold and Austrian influence were used for his undoing. Again things changed. Now Russia was secretly opposing him. The politicians who worked around Belgrade were not supposed to be hampered by too many scruples. A systematic and relentless campaign against Alexander and Draga was carried on.

Finally, a party of officers came together and determined to make an end to the situation. Better, they said, for the King and Queen to die, if necessary, than for the nation to perish. There were eighty-six military conspirators, and they took solemn



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NORWAY.
SWEDEN
NORTH SEA
BALTIC SEA
DENMARK
RUSSIA
FINLAND.
GERMANY
POLAND
AUSTRIA HUNGARY
SWITZERLAND
ITALY
ROUMANIA
BULGARIA
SERVIA
BOSNIA
ALBANIA
MONTENEGRO
GREECE
TURKEY.
BLACK SEA
CRIMEA
TYRRHENIAN SEA
ADRIATIC SEA
MEDITERRANEAN SEA
Shetland Is.
Aberdeen
Flamborough Head
Heligoland
FRISIAN Is.
HOLLAND
Harwich
Ostend
Calais
Dover
Cologne
Frankfort
Coburg
PARIS
Strasburg
Bavaria
Wurtemberg
Munich
Dijon
Lyons
Geneva
Grenoble
Marseilles
Toulon
Gulf of Genoa
Corsica
Sardinia
Genoa
Milan
Turin
Casale
Mantua
Venice
Trieste
Florence
Rome
Naples
Sicily
Messina
Reggio
Tunis
Bern
Tyrol
Vienna
Linz
Salzburg
Prague
Brunn
Budapesth
Komorn
Arad
Temeswar
Danube
Belgrade
Bukharest
Galatz
Odessa
Sevastopol
Constantinople
Bosphorus
Salonica
Macedonia
Albania
Cettinje
Scutari
Otranto
Cracow
Lemberg
Przemysl
Czernowitz
Lemberg
Lublin
Radom
Warsaw
Ivangorod
Plock
Posen
Kustrin
Berlin
Spandau
Magdeburg
Leipzig
Breslau
Glogau
Lissa
Kalisz
Lodz
Czenstochowa
Thorn
Graudenz
Dirschau
Danzig
Pillau
Konigsberg
Memel
Libau
Riga
Gulf of Riga
Reval
Gothland
Dago
Oesel
Pernau
Viborg
St Petersburg
Stockholm
Christiania
Bornholm
Rugen
Kiel
Hamburg
Swinemunde
Stettin
Stargard
Bromberg
Gnesen
Lyck
Johannisburg
Grodno
Bielostok
Kovno
Wilna
Dwinsk
Riga
Sumalki
Brest Litovsk
Lutzk
Rovno
Dubno
Zamosc
Kaminietz
Ostend
Brussels
Ghent
Antwerp
Lille
Calais
Mauberge
Sedan
Luxemburg
Metz
Rheims
Chalons
Verdun
Epinal
Colmar
Belfort
Besancon
Chaumont
Troyes
Nancy
Donaueschingen
Carlsruhe
Stuttgart
Ingolstadt
Nuremberg
Zwickau
Chemnitz
Cobletz
Hanover
Osnabruck
Munster
Emden
Bremen
Utrecht
Amsterdam
Flushing
Breda
Arnhem
Nimeguen
Maestricht
Aachen
Liege
Namur
Charleroi
Mons
Tournay
Ypres
Dunkirk
Boulogne
Amiens
Rouen
Le Havre
Cherbourg
Caen
Dieppe
Abbeville
Calais
Dover
Ramsgate
Harwich
Yarmouth
Lowestoft
Hull
Flamborough Head
Newcastle
Sunderland
Edinburgh
Leith
Aberdeen
Inverness
Stornoway
Orkney Is.
Shetland Is.
Faroe Is.
Iceland
Hebrides
Ireland
Belfast
Dublin
Cork
Galway
Limerick
Londonderry
Liverpool
Manchester
Sheffield
Leeds
Birmingham
Bristol
Cardiff
Swansea
Plymouth
Portsmouth
Southampton
Brighton
Canterbury
Thames
Humber
Severn
Mersey
Clyde
Forth
Tay
Dee
Spey
Moray Firth
Caledonian Canal
Loch Ness
Loch Lomond
Loch Lochy
Loch Linnhe
Loch Awe
Loch Fyne
Loch Ryan
Loch Foyle
Loch Swilly
Loch Erne
Loch Neagh
Loch Corrib
Loch Mask
Loch Conn
Loch Gill
Loch Ree
Loch Derg
Loch Allen
Loch Boderg
Loch Gara
Loch Arrow
Loch Key
Loch Melvin
Loch Macnean
Loch Oughter
Loch Ramor
Loch Sheelin
Loch Ennell
Loch Owel
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Loch Iron



THE GREAT WAR LORDS.
The Kaiser compares notes with Admiral Von Tirpitz (facing camera).

oath to kill any comrade who turned traitor to their cause. At their head was Colonel Maschin, brother-in-law to the Queen by her first husband, who regarded her with special hate. Some of the conspirators had been offended by the haughtiness of the Queen's brothers; some had been dismissed from high office because they had openly expressed disapproval of the King's marriage. Others—there is no reason to deny—were actuated by a real sense of patriotic anger at what they considered the degradation of the King's office.



THE TSAR OF RUSSIA,
whom the Kaiser expected to find a powerful adversary.

They went to work very carefully. Nothing was left to chance, for they well knew that failure would mean death or flight for all. It was arranged that reliable troops should surround the palace; an aide-de-camp had been suborned to open the outer door; the keys of the gate were to be secured by a trick; the officers would rush in, catch the King and Queen asleep, and quickly do their dreadful business.

The King and Queen were staying in the Konak, the old Turkish palace. One evening in June, 1902, they had a small party to dinner, and afterwards sat listening to the music of a military band playing outside. The evening was somewhat close, and when they retired to their room the Queen amused herself some time by examining a great box of new clothes that had just arrived from Paris. They went to bed; and about two in the morning were awakened by



KING OF THE BELGIANS,
whom the Kaiser did NOT regard as powerful, but who gave him a painful surprise.

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[H. Walter Barnett.

THE RIGHT HON. SIR EDWARD GREY.

All parties are agreed that Britain's Foreign Secretary acted splendidly in a great crisis, and did everything possible to avert war.

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the loud explosion of a dynamite cartridge, blowing in the outer door of the palace. They tried to turn on the electric light, but it would not turn, and the whole palace was suddenly plunged into darkness. They looked outside their window. They could see a line of troops there, and the sound of rifle fire told that fighting was going on. In the passages of the palace were to be heard shouts, cries, oaths, sharp commands, an occasional pistol shot, and the heavy footsteps of men rushing from room to room. The steps came nearer. Alexander and Draga hastily hid themselves in a small alcove which opened out of the bed-room by a secret iron door, papered to look like the wall.

What had happened? The conspirators, according to their programme, soon after midnight marched their troops around the palace. The soldiers had been told that they were engaged in a confidential task, and that they were to obey Colonel Maschin, in the King's name. They were to take no notice of anything that happened. A police commissioner, seeing the troops moving in the direction of the palace, telephoned to the Prefect of Police, who was at home. The Prefect, thinking the matter of no importance, told the commissioner not to worry him, but to inform the Central Police Station. The commissioner rang up the police-station. The officer in charge had gone out to enjoy himself with some friends. The clerk who took the message did not know what to do, and so did nothing. Otherwise everything might have ended very differently.

[Elliott & Fry



THE RIGHT HON. WINSTON CHURCHILL,
First Lord of the Admiralty.
When war was declared, our Navy was ready for anything.

A group of officers approached one of the gates of the palace. A young lieutenant had drugged or intoxicated the captain in charge, and taken his key from him. As the officers rushed through the easily-opened gate some of the guard tried to resist them. A sergeant was shot, and an aide-de-camp to the King, Petrovich by name, was wounded in the arm.

Now the officers were at the entrance door of the palace itself. According to their plans, the officer guarding this door, who was in sympathy with them, should open it at an agreed signal. The signal was given time after time, with no result. The guardian of the door had drunk himself to unconsciousness. There was no time to lose. The King's friends might at any moment come up in force. A dynamite cartridge was hastily attached to the door, and it was blown in. The explosion was heard throughout the city, and brought crowds of people hurrying towards the palace. It not only burst the door open, but shattered the electric light connection, casting the palace into darkness. As the drunken guardian of the door, awakened by the explosion, staggered to his feet, one of his angry friends shot him through the head.

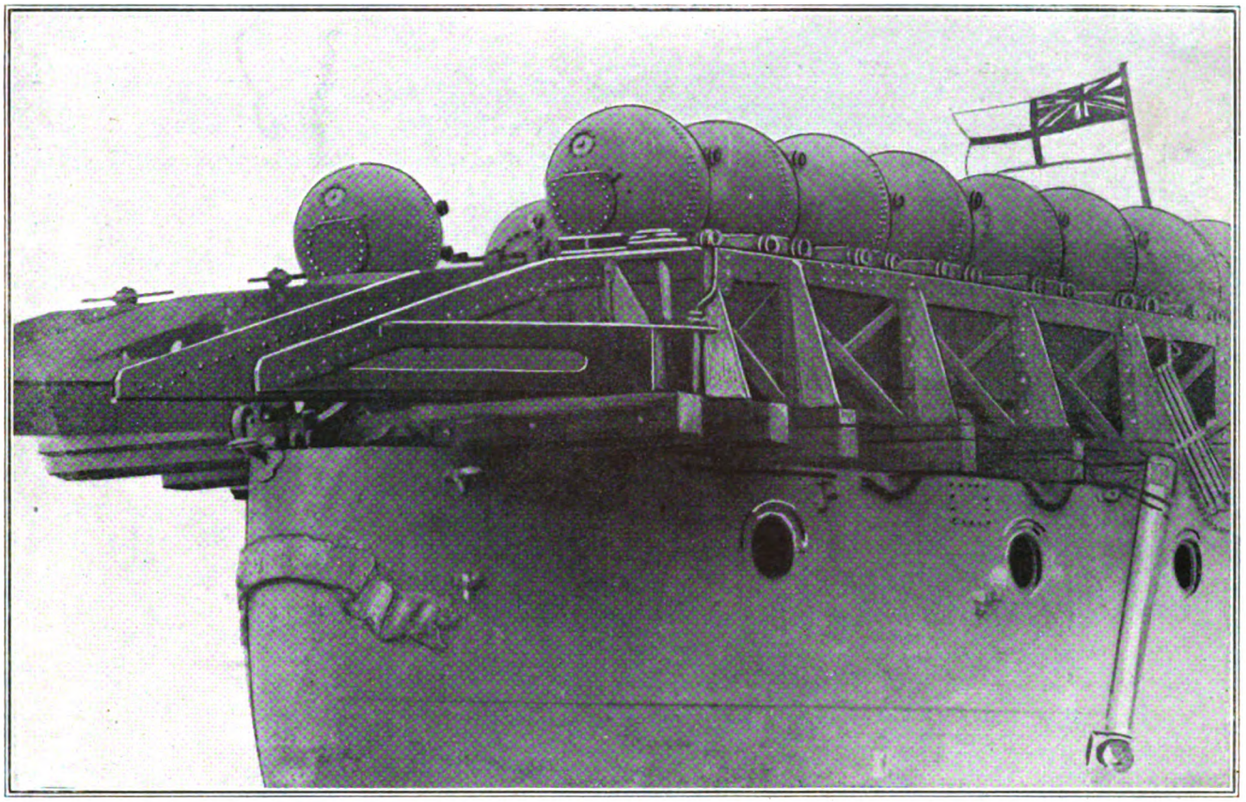
Some gendarmes tried to interfere. They were overpowered by the outer line of troops. The conspirators rushed to the King's bed-room, but could not find him or the Queen. They beat the walls, in vain searching for a secret entrance, while the cowering pair hid, afraid to stir, on the other side of the partition. They sent for candles, and began a man hunt through the dark rooms, searching from cellar to attics. Petrovich was brought in, bound and wounded. They beat him with their swords, and demanded that he should betray his master's hiding-place. He coolly misdirected them, trying to send them to the New Palace. Maschin suspected his trick, and he paid for it later with his life.

Again the conspirators returned to the bed-room. One officer started firing through the walls. A bullet struck Draga, and she uttered an irrepressible moan. Now they had them! On a promise to spare their lives the door was opened. The King had only time to slip on a pair of trousers and a red shirt, and the Queen had on little more than a petticoat, a pair of stays, and one silk stocking. Draga was crouching in the corner, overcome by terror.

What followed is not quite clear. According to one account, Colonel Maschin presented a document to the King, saying that he promised to abdicate or to banish Draga, and demanded his signature. The King replied by firing at Maschin, whereupon the officers shot him.

Draga was more slowly finished, screaming with terror while the officers riddled her with bullets. According to another account, the King stepped forth, and demanded what the officers wanted of him, reminding

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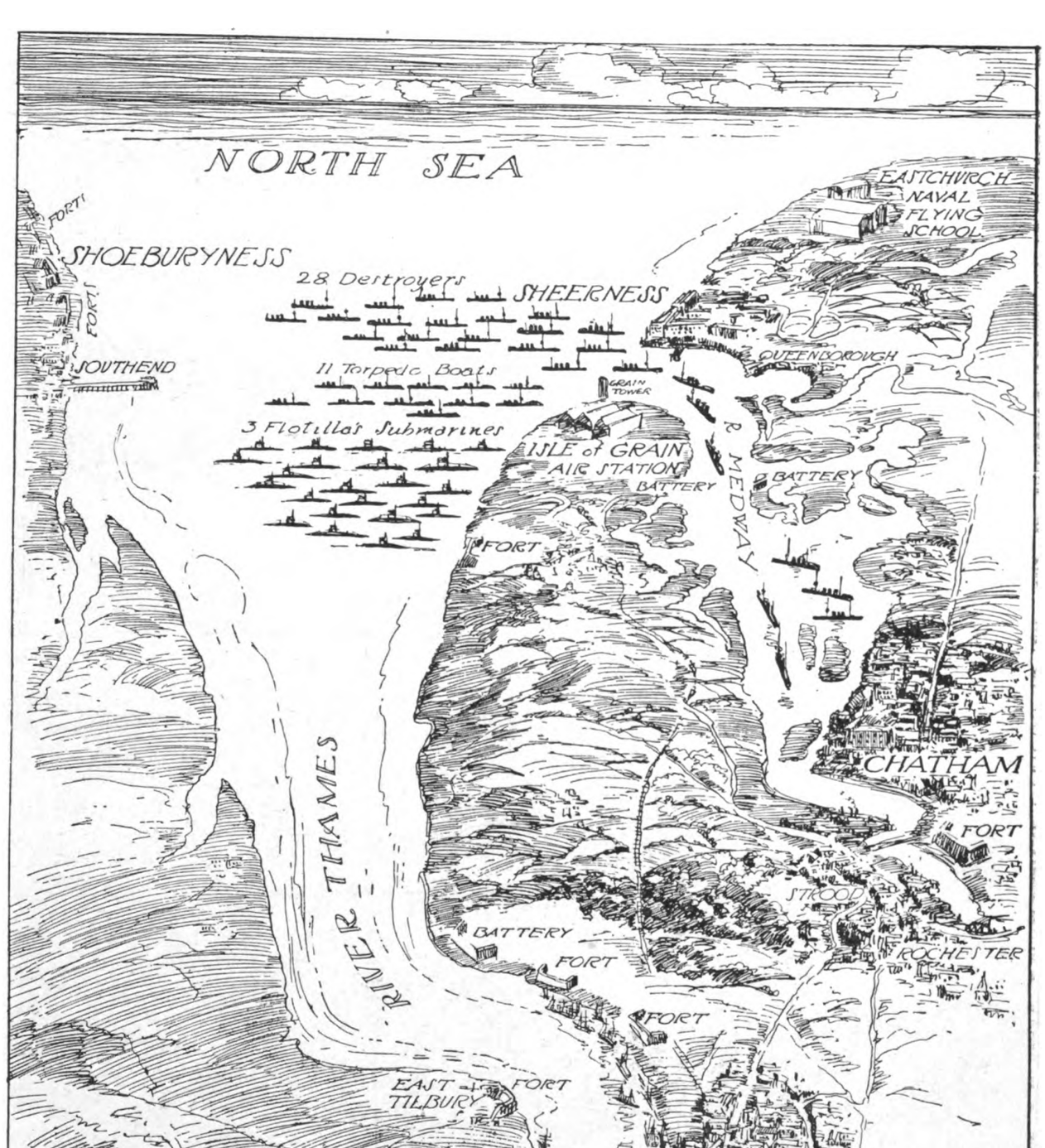


A BRITISH MINE-LAYER. THE MINES ARE CARRIED ALONG RAILS AND LOWERED OVER THE STERN OF THE VESSEL.



THE HAZARD OF WAR. THIS HOUSE—AT SOUTHSEA—WAS ACCIDENTALLY HIT BY A SHOT FIRED FROM A BRITISH WARSHIP. THE MISSILE STRUCK THE WATER AND RICOCHETTED.

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THE ESTUARY OF THE THAMES IS VERY WELL GUARDED, AS THIS MAP SHOWS, AND ANY ENEMY VENTURING INTO IT WOULD MEET WITH A HOT RECEPTION.

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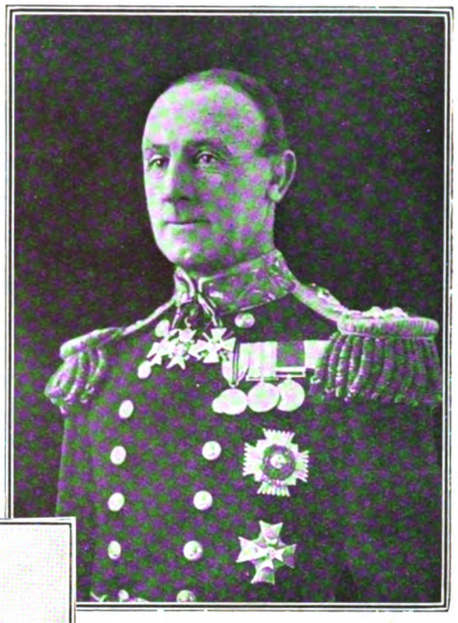
them of their oath of fidelity. One lieutenant shot at him, and the others followed, murdering both.

The scene that followed was, even according to the accounts of the regicides themselves, revolting. "If the drama was accomplished under conditions which are very regrettable and perhaps shameful, that happened against the intention of the actors," they say. "When they entered the palace the conspirators did not intend to inflict so horrible a death on the victims, but once the sword is drawn and fighting begins no one can see how it will end."

The officers fired shot after shot at the prostrate bodies. They gashed at the pair; they smashed in their features; the still warm body of the Queen had all kinds of nameless outrages inflicted on it. They had to fling the bodies out of the window into the courtyard below. The King, not yet dead, despite thirty-six wounds, clung with one hand to the ledge. An officer cut his fingers off. The Queen's body was hacked almost to pieces. Then the two mutilated corpses were allowed to lie in the courtyard for hours until the Russian Minister saw them there, some hours later, and persuaded the triumphant group to have them removed.

While one group thus murdered the King and Queen, others, under the plans devised by Maschin, went to the homes of the chief supporters of the King—the Premier, the Queen's two brothers, some high officers, and the like—and shot them down. The burial of the King and Queen took place amid every circumstance that could demonstrate contempt and loathing. Maschin would not even let the corpses be buried together.

Speaight.



VICE-ADMIRAL
SIR JOHN R. JELLICOE,
Controller of the Navy, on whom victory at sea now depends. He has had a decoration conferred upon him by Kaiser William. He is a survivor of the disaster to H.M.S. Victoria.

Heath.]



H.S.H. PRINCE LOUIS OF BATTENBERG.
After becoming a naturalised British subject, he entered the British Navy in 1868, and rose to positions of command.

Speaight.]



REAR-ADMIRAL DAVID BEATTY.
He served in the Soudan and China, and has proved himself a very capable officer.

The story of the crime sent a thrill of horror through Europe. The Powers withdrew their Ministers as a sign of protest, and for some years to come Servia was granted no diplomatic intercourse by the great nations of Europe.

Servia had to have a nominal ruler, and so the regicides summoned a prince of another Servian Royal house—Prince Peter—who had been living a very Bohemian life in exile in Paris.

Peter was crowned, and for some time Europe ignored him. He was well described as "the type of decayed military man whom one sees at Continental gaming resorts, with shifty eyes, deep lines, and apologetic manners, but vestiges of smartness, and a certain suavity of manner." His courage no one denied. He had proved it by taking the throne. He had demonstrated it earlier by fighting for France against Germany, and by leading a small body of insurgents in Bosnia. But penurious exile and shady adventures, the life of the Bohemian in Paris, do not make the best preparations for kingship. Placed in power by the Army, the Army had its way under him. His son, the Crown Prince George, proved too riotous and outrageous, even for the not very rigid Servians, and some adventures of an exceedingly risky type ended in his relinquishing his right to the throne. Many of his friends believe, however, that when the moment comes he will come to the front again. How far King Peter has been

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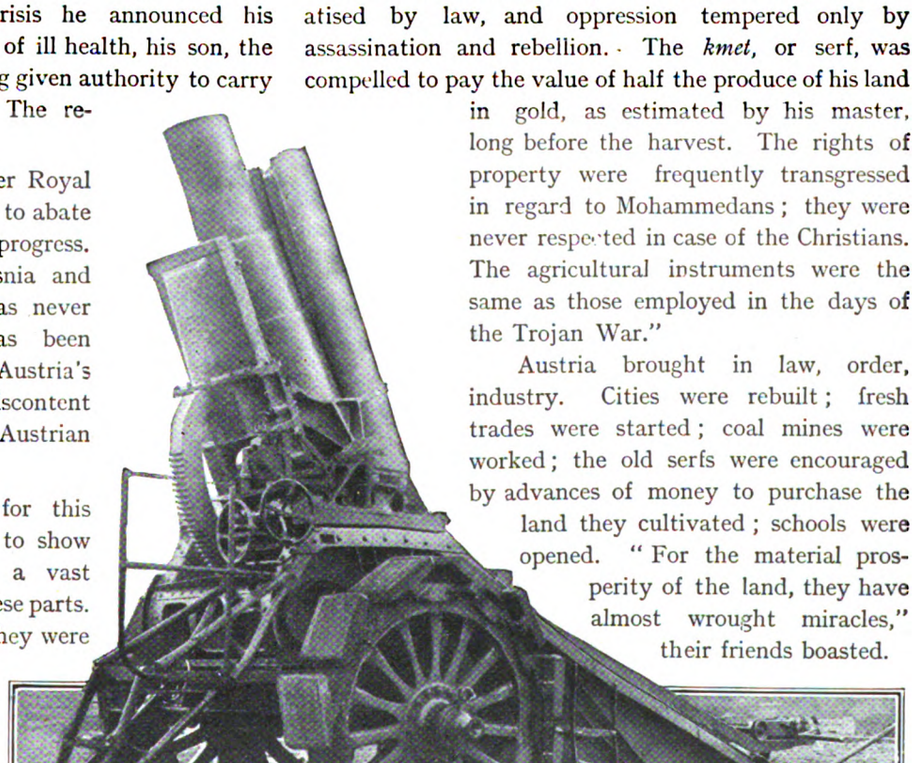
A ZEPPELIN AIRSHIP OVER BERLIN. GERMANY EXPECTS GREAT THINGS OF HER AIR-CRAFT.

a mere figurehead, how far he has participated in recent Servian developments few can say. Immediately before the present crisis he announced his temporary retirement because of ill health, his son, the Crown Prince Alexander, being given authority to carry on affairs in his absence. The retirement may be permanent.

Servia has not allowed her Royal scandals, her internal troubles to abate her ambitions or to check her progress. Her ambition to join up Bosnia and Herzegovina with herself has never faltered. This ambition has been fostered by the discontent of Austria's two Serb provinces — a discontent which nothing that the Austrian Government can do allays.

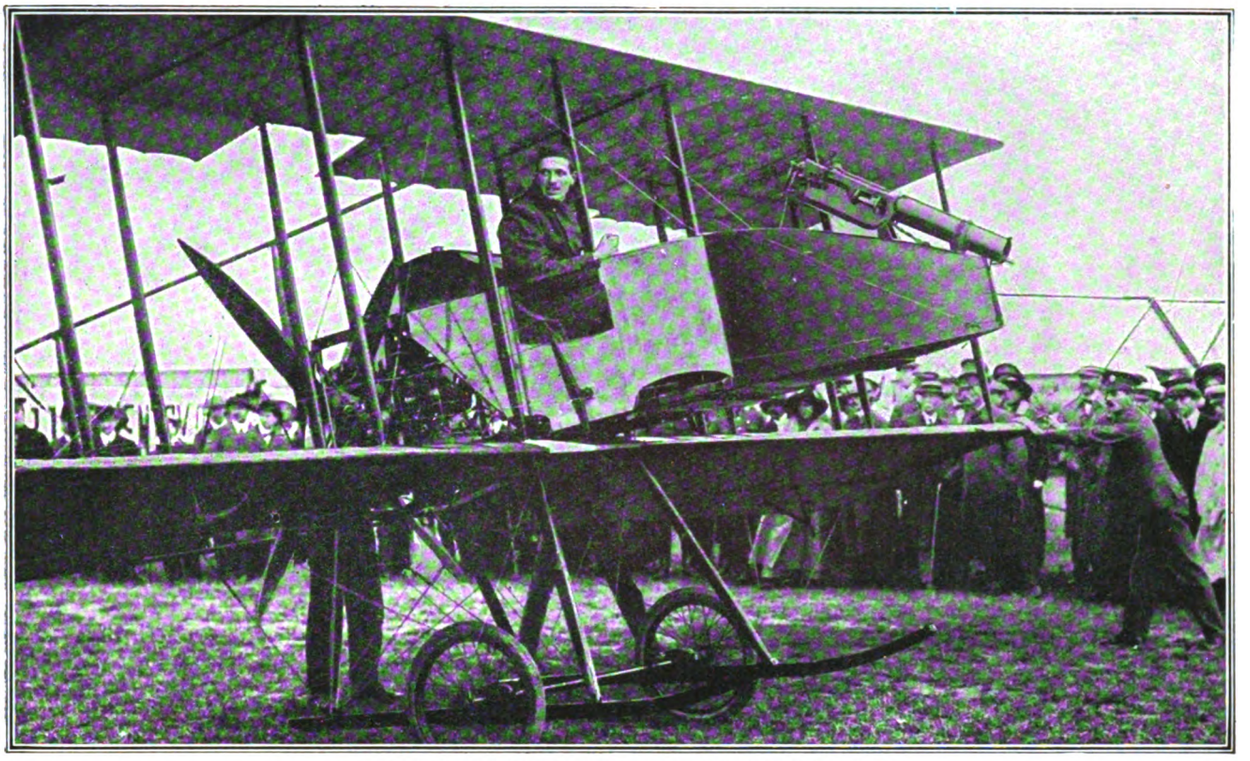
What are the reasons for this discontent? Austria is able to show that she has accomplished a vast amount of material good in these parts. When they were taken over they were in the most wretched and backward condition. "The country was a veritable *tohu bohu* of corruption, cruelty, and crime," wrote one eminent Near Eastern authority some years ago. "Violence and inhumanity above were met by cunning and treachery below. Life and property were proverbially insecure; murder was encouraged by impunity, robbery systematised by law, and oppression tempered only by assassination and rebellion. The *kmet*, or serf, was compelled to pay the value of half the produce of his land in gold, as estimated by his master, long before the harvest. The rights of property were frequently transgressed in regard to Mohammedans; they were never respected in case of the Christians. The agricultural instruments were the same as those employed in the days of the Trojan War."

Austria brought in law, order, industry. Cities were rebuilt; fresh trades were started; coal mines were worked; the old serfs were encouraged by advances of money to purchase the land they cultivated; schools were opened. "For the material prosperity of the land, they have almost wrought miracles," their friends boasted.



A GERMAN 11-IN. GUN USED AT LIEGE.

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A BRITISH AEROPLANE WITH A QUICK-FIRING GUN.



GERMAN RESERVISTS, ARRESTED IN ENGLAND WHEN ABOUT TO EMBARK FOR THE FATHERLAND, BEING MARCHED AWAY AS PRISONERS OF WAR.

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AUSTRIAN RESERVISTS ON THE WAY TO JOIN THEIR REGIMENT.

But there are deeper causes in making a country contented than material prosperity. Many years after Austria-Hungary assumed the direction of these two states the people petitioned the Hague Conference, declaring "the Austrian domination is a thousand times more insupportable than that of the Turks." Their chief complaint was over religion. The Austrian authorities, they said, treat the Greek Orthodox Church and the Mohammedans with great injustice.

"There is no guarantee for personal liberty," wrote Madame Novikoff. "The administration is carried on in absolute defiance of modern conceptions of justice. The police make domiciliary visits without any judicial warrant at any hour of the day or night, and never hesitate to shoot the unfortunate peasants who object to the infliction of the worst outrage upon their wives and daughters. Espionage is erected into a Govermental system. Bogus conspiracies are artificially got up in order to get rid of any one whom the Government dislikes. Natives of the country are forbidden to go from one arrondissement to another without police authorisation. In towns a state of siege is proclaimed, and the ill-treatment of the citizens in the streets is quite a normal thing.

"The severest punishments are meted out to any who correspond with Servians in Servia or Montenegro. The provinces are overrun with Jesuits and Jews, and the Austro-Hungarian Government does not hesitate to



VIVE LA FRANCE! FRENCH SOLDIERS READY TO ENTRAIN AT A PARIS RAILWAY STATION.

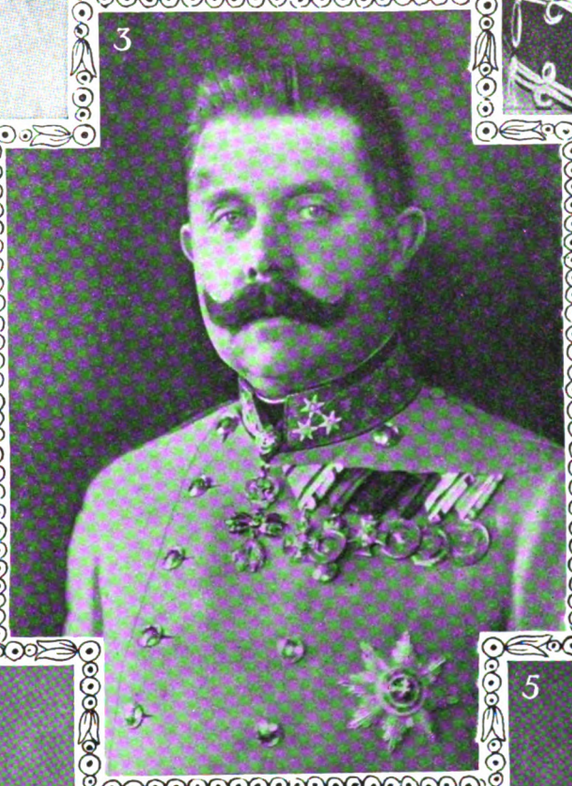
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1 and 2—Queen Draga and King Alexander of Servia, assassinated by Servian officers, June, 1903.

3—Archduke Ferdinand, Austria's heir, assassinated with his morganatic wife at Sarajevo, in Bosnia, June, 1914.





4—King Peter of Servia, proclaimed June 15th, 1903.

5—Francis Joseph, the Austrian Kaiser, whose wife, the Empress Elizabeth, was assassinated at Geneva in 1898. The Emperor's brother Maximilian, and his only son Rudolph, died violent deaths. His brother Ludwig became insane.



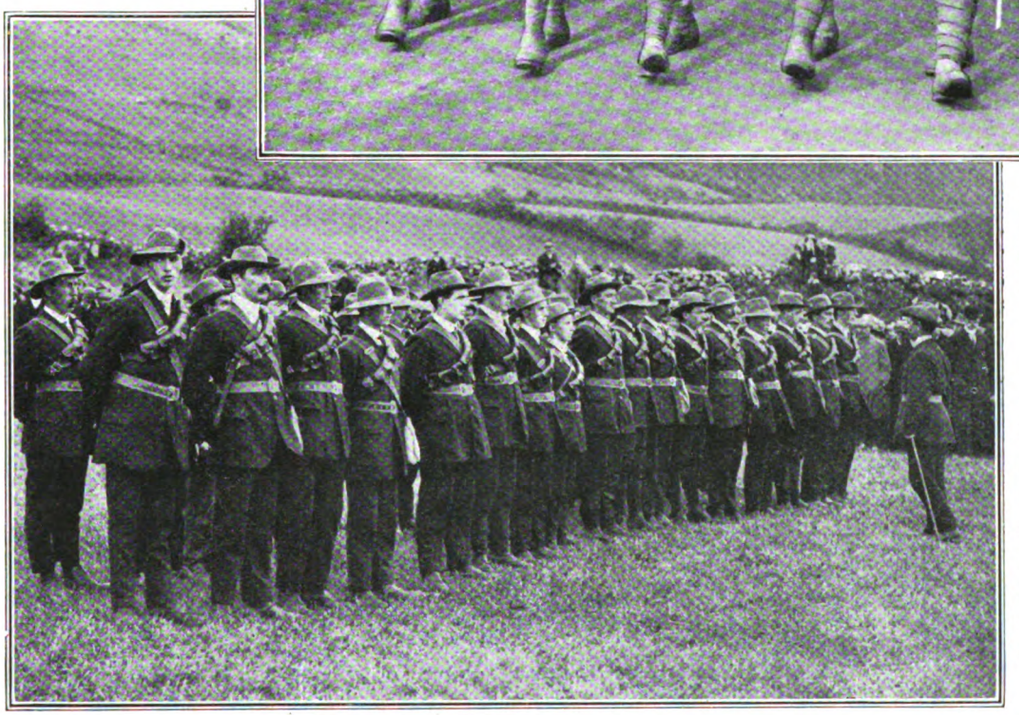
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employ even more disreputable means to demoralise the character and ruin the physique of the unfortunate population committed to their care. The whole administration of Bosnia and Herzegovina is in the hands, not of the natives of the country, but of foreigners. According to the last official statistics, there were 1,841 functionaries in Bosnia and Herzegovina ; of these only 189, little more than 10 per cent., were Orthodox Servians, 106 were Mussulmans ; of the others, 1,546 were foreigners. This locust horde of functionaries are as corrupt as they are inefficient."

The Bosnians begged the appointment of a European commission to inquire into the justice of their accusations. Austria's reply was to change the status of Bosnia and Herzegovina. These provinces had hitherto been only under her protection and administration. She formally annexed them, and left Europe to do its worst.

Servia was furiously angry. For a time there seemed every probability of war, and the situation was eased over with great difficulty. Russia would not help openly, although Russian sympathy and money were behind Servia. From the day of annexation Belgrade became the centre of





UNITED WE STAND! The Ulster (top photo) and Nationalist Volunteers have fraternised (doubtless to the astonishment of the Kaiser) to meet the common enemy.

an open Pan-Slav, anti-Austrian campaign. Some of the highest Servian officials openly supported the movement ; practically everyone sympathised with it.

Servia strengthened her armies. She was supremely confident of herself. "These people are some of the finest fighters in Europe," said one international military critic, when discussing their ambitions with me some years ago. "When Austria tackles them she will experience some surprises." Servia showed her strength when the great war came against Turkey two years ago. Then she turned against her old ally, Bulgaria, and astonished Europe by inflicting a signal defeat on her. She emerged from these two wars with vastly increased territories and with new prestige.

Austria surveyed the new situation with uneasiness. This Servia was becoming too strong and too troublesome. Her agitators were ever at work throughout Bosnia. She would not let the Pan-Slav movement die. There was always the possibility that she would obtain the assistance of the Tsar, and present a still more dangerous front.

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ENTHUSIASTIC RECRUITS, ANXIOUS TO SERVE THEIR COUNTRY, DRILLING IN HYDE PARK, LONDON.

One of the striking revelations of this war is the fact that, although in times of peace it is difficult to keep up the strength of our military forces, immediately a crisis arises tens of thousands of our young men flock to the Standard.



[Central Press

FRENCH SAPPERS LAYING MINES AT BELFORT, WHICH IS ONE OF THE MOST STRONGLY FORTIFIED TOWNS ON THE GERMAN FRONTIER.

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Some disaster was bound to come. So it was that when Prinzep horrified Europe by the brutal assassination of Francis Ferdinand and his wife, and it was possible to show that this crime had been promoted by Pan-Slavs at Belgrade, Vienna seized the opportunity to act.

Servia held an open blade at the heart of Austria. The blade should be wrenched from her hand. And so the Great War began. At



WATCHING THE MOUTH OF THE TYNE.



PART OF THE BRITISH FLEET IN MOUNT'S BAY, CORNWALL.

first, an unsuspecting world imagined that it was merely the opening of another of those Balkan wars to which we have recently become accustomed. It soon became evident, however, that Russia and Germany would be concerned in any war between Austria and Servia, and even France was soon shown to be in such a position that she, too, would be drawn into the vortex.

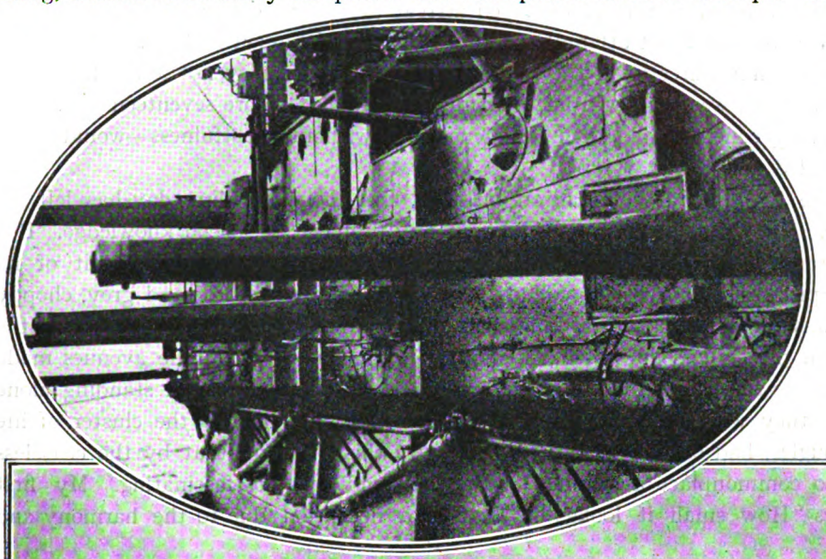
But what of Britain? On her attitude hung much—very much; and the moment it was made known precisely what Britain would do should there be any violation of gallant little Belgium, all the Courts of Europe awoke to the fact that the world was on the brink of the biggest war it had ever seen. Britain had made her position quite clear. To a German invasion of Belgium she would never consent. It was to be war—war between the most powerful nations in Europe.

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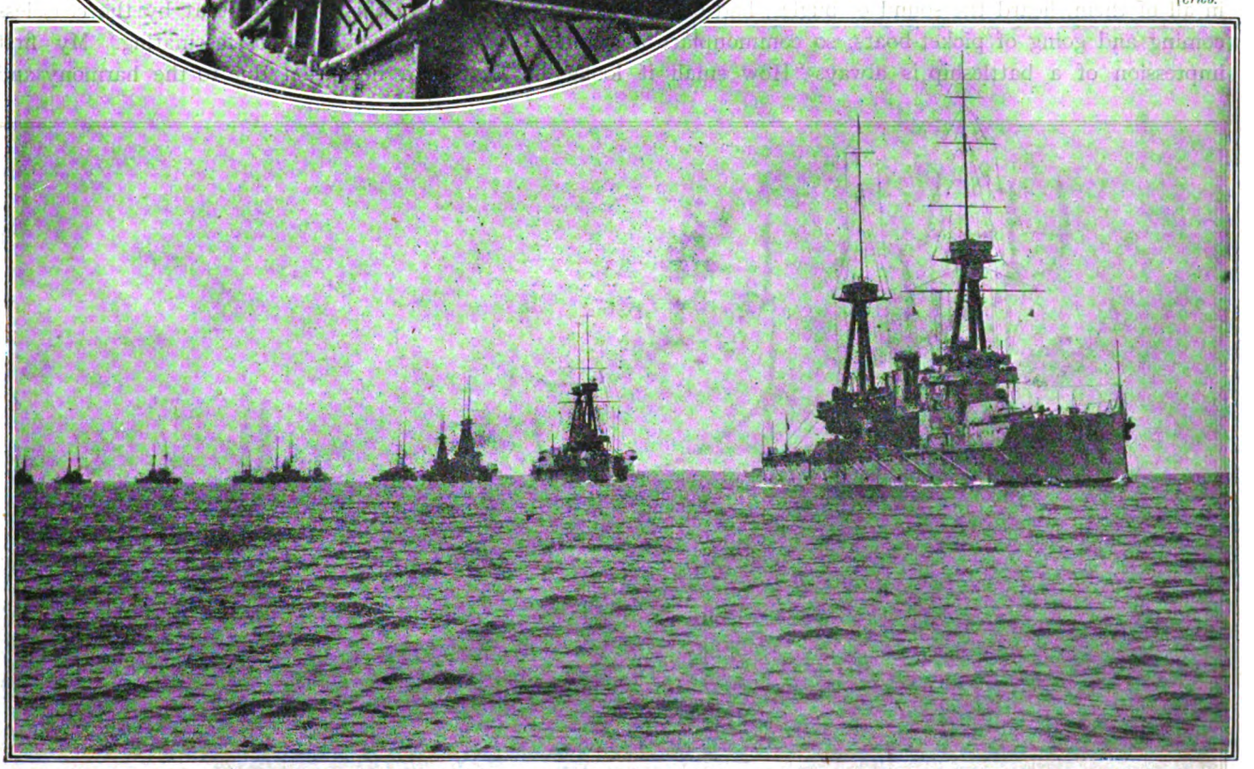
CHAPTER II.—THE GATHERING OF THE FLEET.

A Day to Remember—The King at Spithead—Forty Miles of Ships—When Ignorance was Bliss—A Layman's Impressions—Commanders at Twenty-two—Muster of Aeroplanes—Warnings and Misgivings—Sunday Night at Whitehall—All Leave Stopped—Forth to War—Admiral Jellicoe: the Man Who Knows—Mr. Churchill and Prince Louis of Battenberg.

SATURDAY, July 18th, 1914, will ever remain as one of the abiding dates in the story of the events which were now to follow so fast one upon another. On that day, in accordance with a long announced arrangement, the King paid an informal visit to his Fleet assembled at Spithead. From a statistical standpoint, records a naval writer describing the scene, "the gathering of ships was the greatest ever known. Though Spithead had been overflowed for the first time in the history of the Navy, and though some 260 of the vessels mobilised in this test of the British Reserves had been necessarily dispatched for want of room to other anchorages, no fewer than 232 ships and submarines, manned by over 70,000 men, were gathered to greet the Sea King, besides some thirty aeroplanes and waterplanes and two airships. In the lines, which ran for forty miles, there were twenty-four vessels of Dreadnought type, from the first of the class to the Iron Duke and Marlborough, frowning monsters, thirteen of which mounted the new 13·5 in. gun, thirty-five older battleships, twenty armoured cruisers, thirty-five protected cruisers, seventy-eight destroyers, among them most notable the lean black hulls of the new L class, sixteen submarines, seven mine-layers, six auxiliaries, and eleven minor craft."

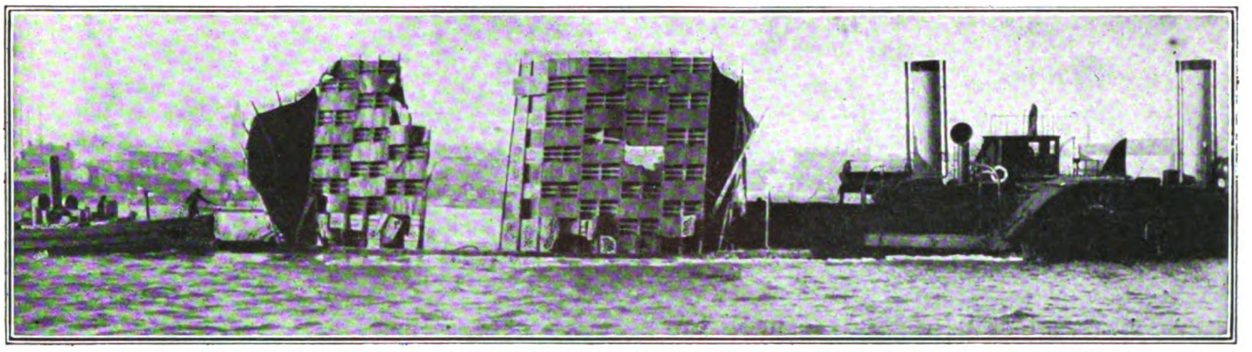


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IN BATTLE ARRAY. SOME OF BRITAIN'S DREADNOUGHTS. INSET: A FEW OF THE TEETH WHICH OUR JACK TARS ARE LONGING TO USE.

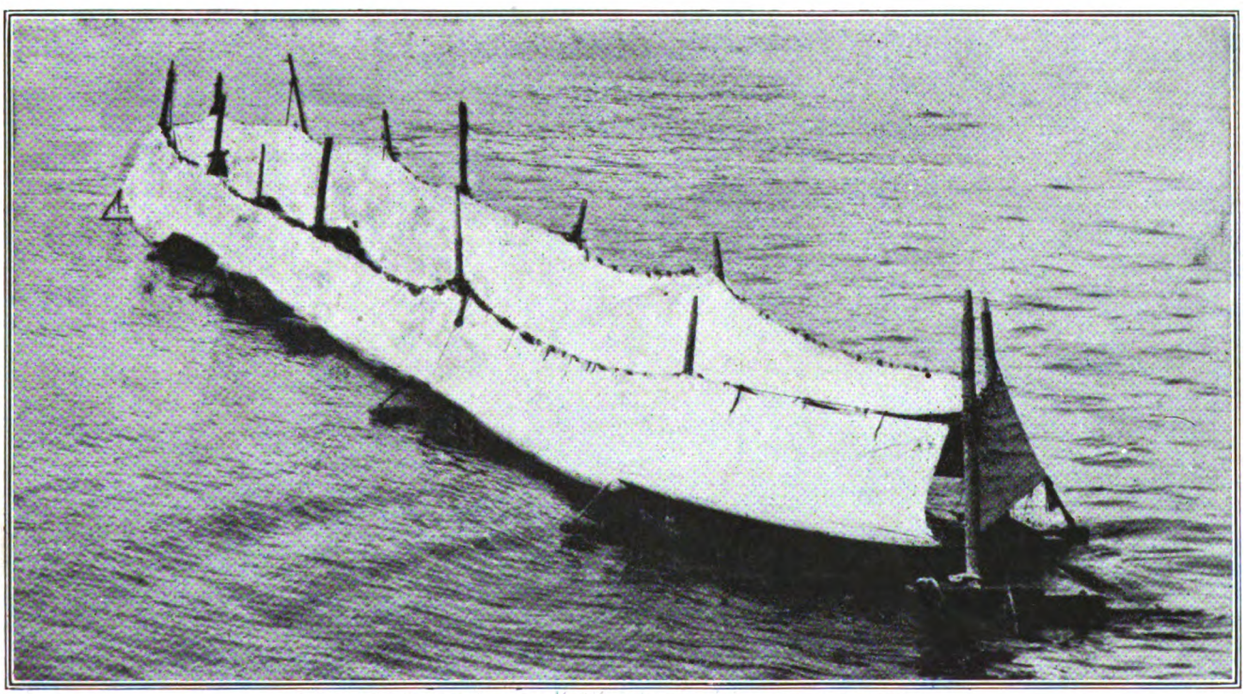
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SOME OF THE TARGETS USED BY THE NAVY, BADLY BATTERED AFTER A COURSE OF PRACTICE.

How many of the visitors from London to Portsmouth that morning realised the significance of the great spectacle? If any of them were thinking about politics at all, it was the problem of Ulster which stood uppermost in their minds. And the announcement of the King's delayed arrival promulgated at midday contributed to this view. There were rumours of a fresh and last attempt to bring Sir Edward Carson and Mr. Redmond to an understanding. But of the abyss yawning directly in the path of European diplomacy not a word. So far as the general public was concerned, nothing was further from their minds than that before seventeen days were out this great engine of war—which they contemplated with confidence, but without boastfulness—would be at the grim business for which it was called into being.

A guest in one of the ships of the Second Battle Squadron on that and the succeeding day has left his impressions of that memorable scene. He writes as a layman, without any pretence at special knowledge. But since they recall the very last appearance in time of peace of the glorious British Navy at the summit of its preparation, they are given here. Spithead, this observer found, "the same as ever—windy and grey, choppy seas and scudding clouds, and then sunshine and a calm and blue skies, all within the same half-hour. To me the wind and the greyness fitted best with the endless lines of black ships. As one passed down the avenues made by these numberless fortresses there came the feeling of being in a vast town of iron castles, each standing alone and independent of the other. But they were not silent castles by any means. One saw the cluster of life in all of them, heard the sound of bugles, had one's eyes turned constantly this way and that by the ceaseless coming and going of picket-boats, so commonplace a business of the sea, and yet so fascinating. My first impression of a battleship is always 'How small it looks!' That is a deception due to the harmony and

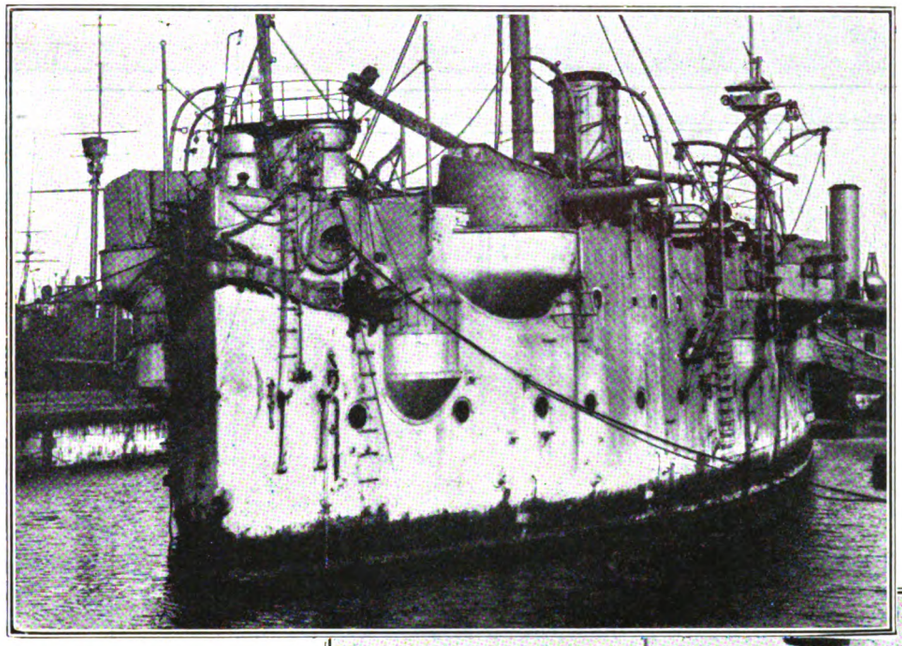


ANOTHER TYPE OF TARGET, RIGGED UP AS A TORPEDO-BOAT.

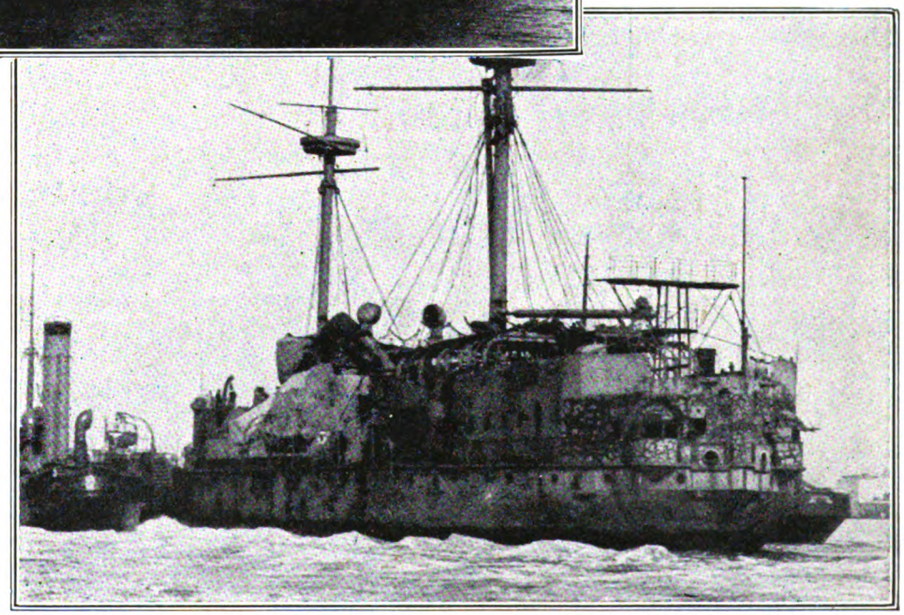
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completeness of all its details. And it is a deception quickly corrected when, from a picket-boat, one sees the seamen like ants upon the decks of some great leviathan. And the fancy is dispelled even more effectively when one goes aboard one of these huge ships of the line, and finds oneself wandering over seemingly illimitable expanses of deck.

"They seem so vast and so complex to be run by such young men. For youth is the next overpowering impression on such a day. At least, it was so to me. In the ship where I was, of nine hundred souls I saw not a man who looked over twenty-five, except the flag-captain and the rear-admiral, and neither the rear-admiral nor the flag-captain looked over forty. One found oneself talking with apparent lads of twenty-two, who, one discovered presently, were commanders, and had seen every corner of the globe. And the youthfulness of aspect was reflected in the gaiety of spirits, genuine and remarkable when, looking back, one remembers that many there, for all their apparent outward carelessness, must have had some intuition that behind this pageant there lurked a shadow of what was to be. I hasten over the other things which were striking in that display, among them the muster of aeroplanes. The sound of these new engines is more than the sight; it comes as a revelation of unexpected noise. And there is another revelation—how much surer and safer it looks, this flying over water and high above the ships, than one's imagination of it. What else abides in the mind? The night cut into a thousand glistening pathways by the searchlights from the ships; and the early morning, with its Portsmouth steamers 'crammed and jammed and packed' with liberty men; and the singing in the ward-room on Saturday night, the sound of which still remains in my ears, and is like a knife in my heart; and Divine service on the quarterdeck on Sunday morning, so touching in its simplicity and sincerity."



H.M.S. HERO, WHICH WAS USED AS A TARGET FOR OUR MODERN HEAVY GUNS.



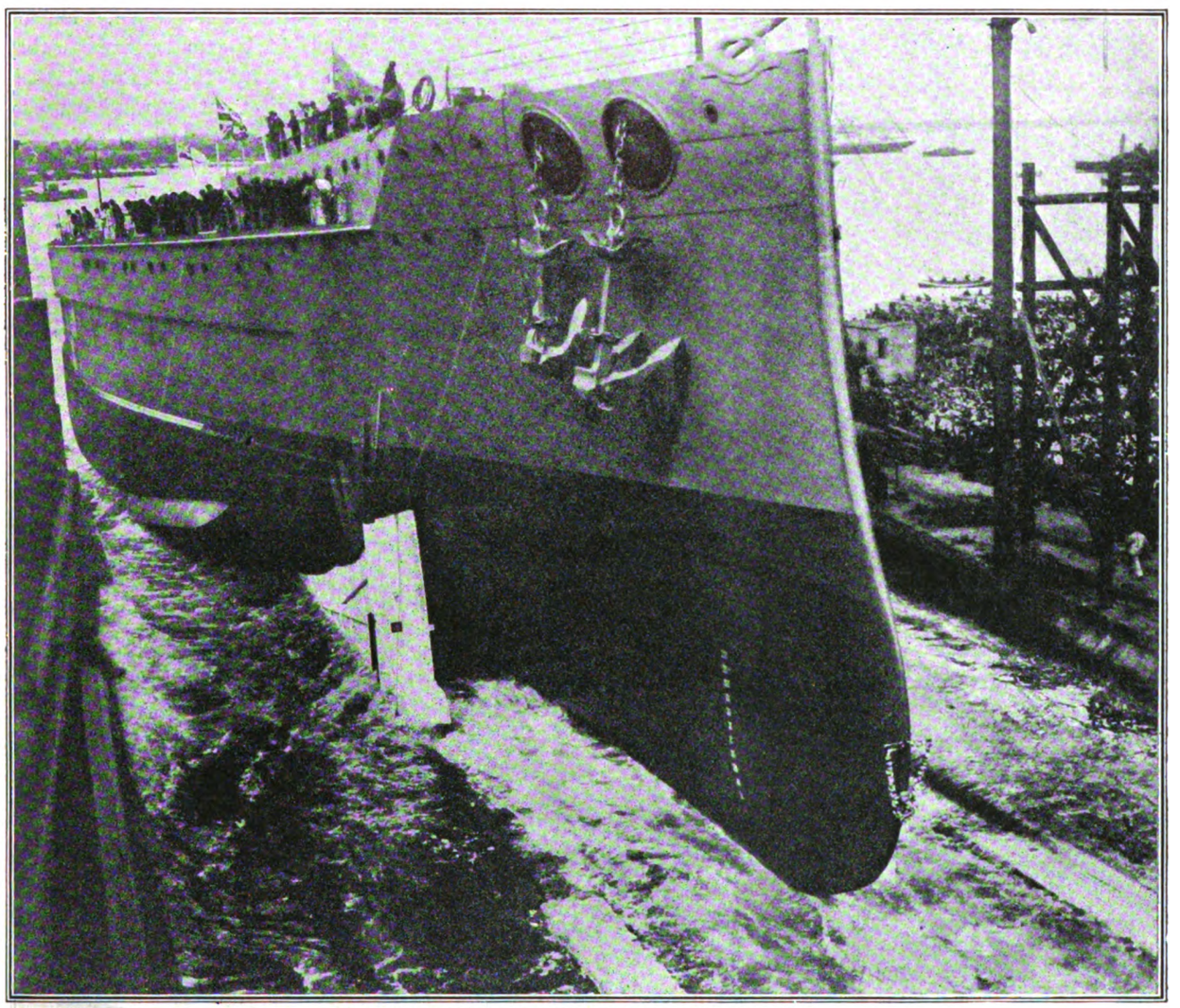
THE BATTERED EDINBURGH AS SHE APPEARED IMMEDIATELY AFTER BEING USED AS A TARGET.

Thus the final week-end of pageant and preparation passed. On Monday morning, July 20th, the King led his Fleet to sea, and the following days were spent in tactical exercises in the Channel. Towards the end of the week the First and Second Fleets put into Portland, preparatory to dispersing to their home ports for the purpose

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of giving the usual midsummer leave. This was Friday, July 24th. So far as the outside world was aware, there was not a speck in the sky.

But the two men at Whitehall mainly responsible for the preparation of the Fleet knew a little different. The First Lord of the Admiralty, Mr. Winston Churchill, and the First Sea Lord, Prince Louis of Battenberg, must already have had their warnings and misgivings. It was not until Saturday morning that the general public learnt of the Austrian note to Servia. During the ensuing thirty-six hours events marched quickly. They are dealt with elsewhere in this history. It is sufficient to say here that Sunday night found my Lords of the Admiralty at their posts at Whitehall; Mr. Churchill had had to come up by car from the Norfolk coast, where his family was established for the summer. By midnight the Fleets at Portland were informed that there could be no leave at present, and no dispersal. Ships which had already sailed for their home ports were brought back by wireless.

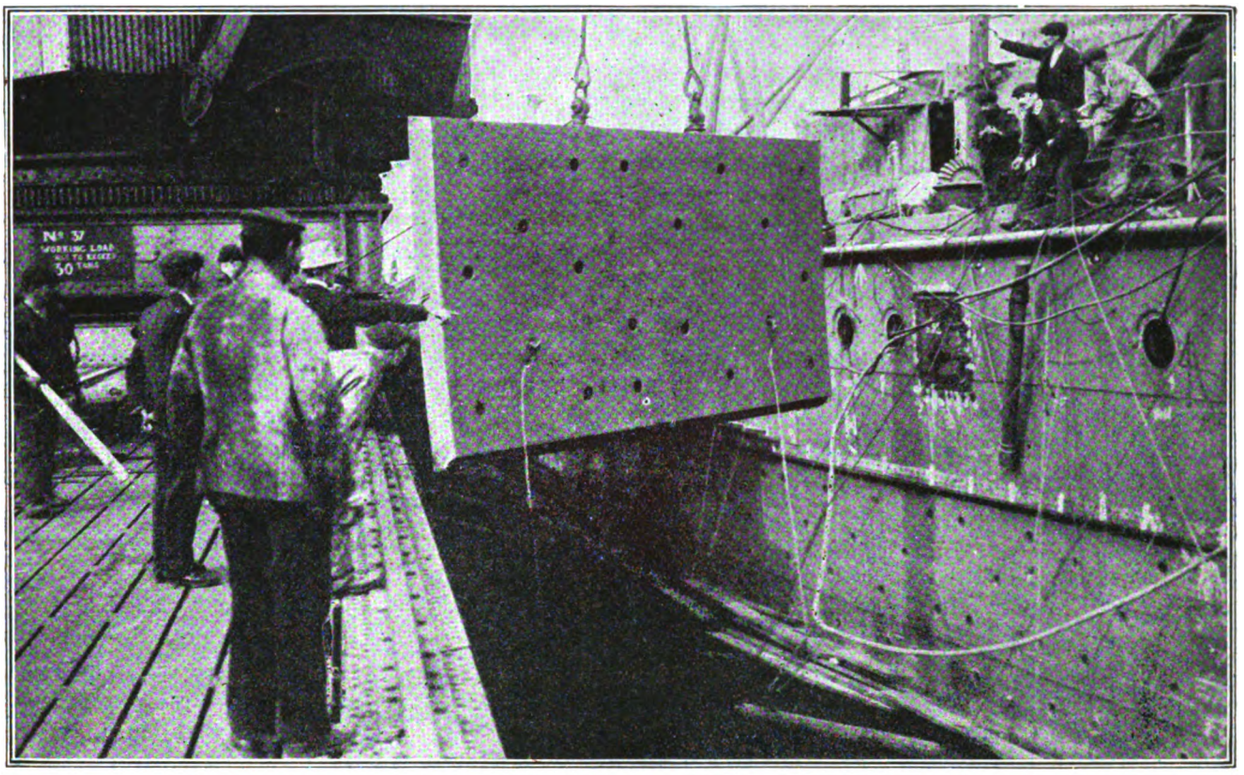


A SUPER-DREADNOUGHT STARTS HER CAREER.
Here the huge vessel is seen half-way down the slipways when being launched.

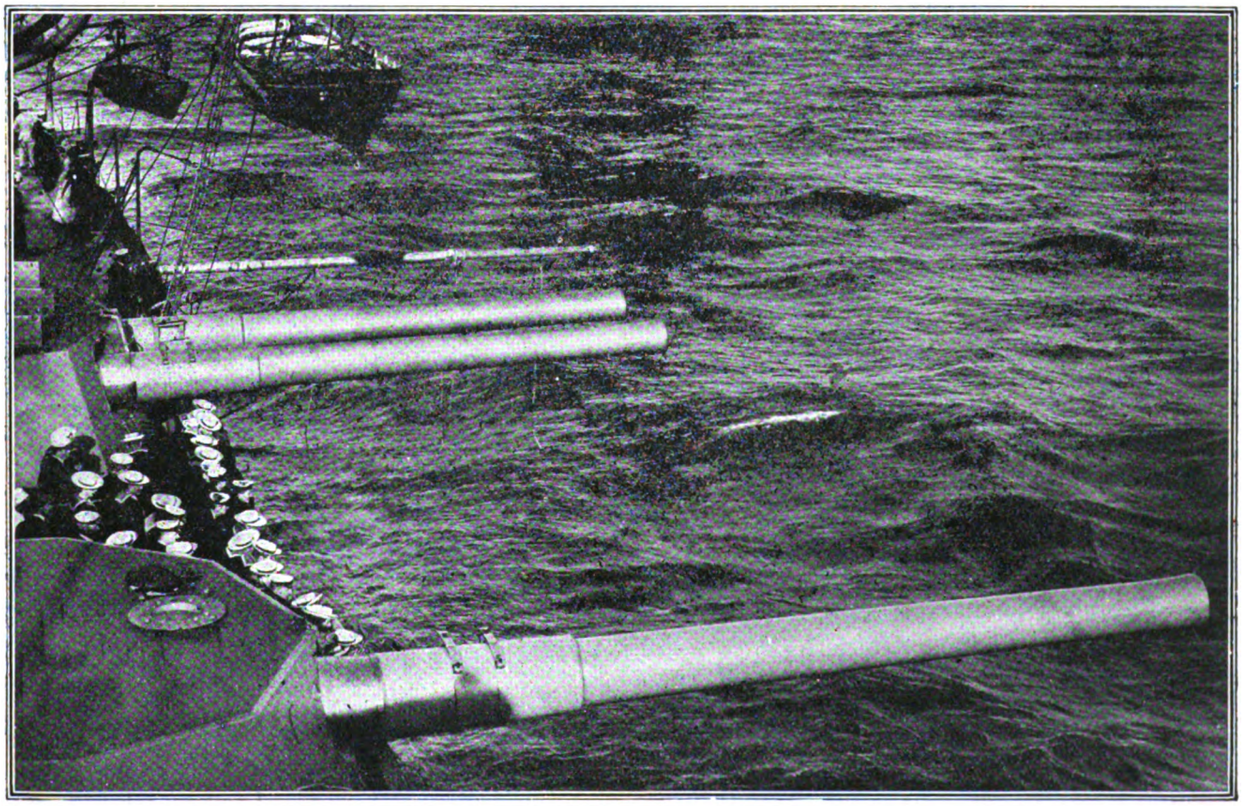
There followed many hours of preparation and activity. On Wednesday morning, July 29th, with their crews dressing ships and cheering, and their bands playing, the ships, which had been the pride of the peaceful gathering at Spithead only ten days before, steamed forth to war. They passed into the fog of war—they, and the gallant crews who manned them. And those who could not hear, but only trusted, sought with all their hearts Divine protection for those at sea.

The youth of the leaders of this mighty force was generally remarked, and held to be a feature of good omen. The man on whose shoulders was to fall the brunt of naval operations, Admiral Sir John Rushworth Jellicoe, was not yet fifty-five. Forty-two out of these fifty-five years had been spent in the profession to the

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PLACING A 15-TON ARMOUR PLATE INTO THE BELT OF A BRITISH BATTLESHIP.
The building of a modern battleship involves the payment for labour of £1,500,000, spread over two years, about 8,000 men being constantly employed.



GUNS OF H.M.S. LORD NELSON "OUT" FOR BATTLE-PRACTICE.
It costs the British nation something like £ 50 every time one of these great guns is fired.

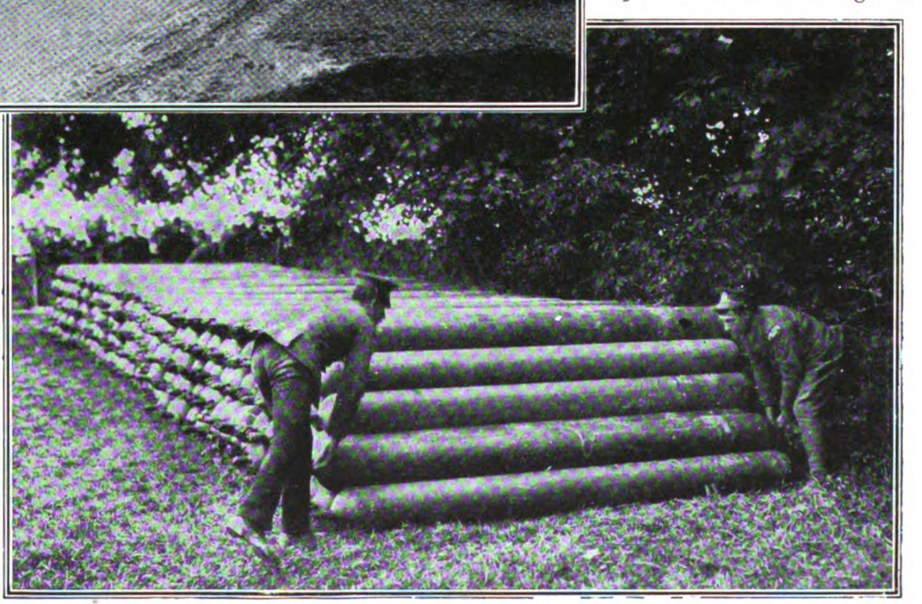
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highest post of which he was now appointed—Commander-in-Chief of the Home Fleets. The actual hoisting of his flag in the Iron Duke had some of the elements of the dramatic. Originally intended—before a ripple had come to disturb the surface of international calm—to succeed Sir George Callaghan at the end of the year, the outbreak of war accelerated the appointment. On Wednesday, August 5th, the announcement was made that he had assumed supreme command, with the acting rank of admiral, and that Rear-Admiral Charles E. Madden had been appointed to be his Chief of the Staff. Within a few hours both had taken up their appointments.

The record of their Service careers up to that moment can be swiftly given. A captain at thirty-eight, a rear-admiral ten years later, the new Commander-in-Chief was a lieutenant in H.M.S. Agincourt during the Egyptian War, 1882. For his services he received the Egyptian medal. In 1893 he was in the Victoria, and survived the great disaster when she was rammed and went down. That was only the beginning of service in many parts of the world. Through it all he carried his coolness and his skill, climbing the ladder by merit and merit only, and gaining for himself a reputation that was considered equal to the occasion which had arisen. Three years his junior Rear-Admiral Madden likewise received his baptism of fire in the Egyptian War of 1882. In 1907 he was captain of H.M.S. Dreadnought, and Chief of the Staff of the Home Fleets. Thenceforward constantly employed both at Whitehall and afloat, Admiral Madden and his brother-in-law—he and Sir John married daughters of Sir Charles Cayzer, the famous shipowner—were often placed by the voice of prophecy in the positions where the great crisis found them.

Under Admiral Jellicoe's supreme command, and in charge of divisions of this great fleet, were gathered a little knot of men all in the prime of life, and all of them worthy of the trust placed in them by the officers and men under their commands. Rear-Admiral Sir Lewis Bayly, vice-admiral commanding the First Battle Squadron, not yet fifty-seven, began his Service career in 1870, and in 1875 was fighting against pirates up the River Congo. He was a shipmate of Sir John Jellicoe in the old Agincourt, and went through the Egyptian War of 1882. He received the £80 prize for torpedo-lieutenant in 1884. In 1907 he was appointed commodore in charge of destroyers of the Home Fleet, and from 1908 to 1911 he was in charge of the Royal War College. Rugged in look and in character, and with the habit of making himself obeyed, "Luigi" Bayly had as his second-in-command Rear-Admiral Evan-Thomas, fifty-two years of age. The two men entrusted with the



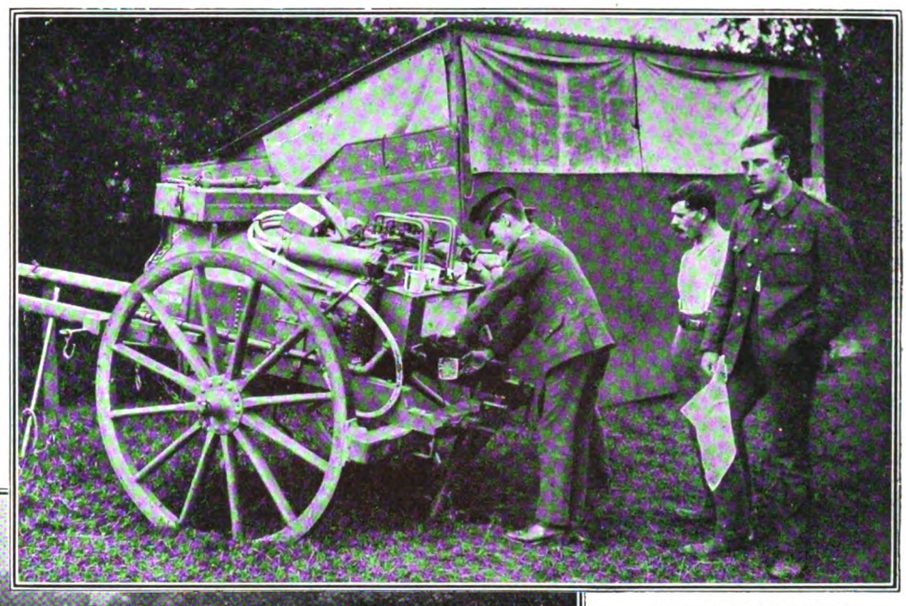


A REVOLUTION IN WARFARE.

Since the last great war many astonishing changes have occurred in the methods of conducting operations. Motor-'buses for carrying troops and gas-tubes for filling airships were, of course, unheard of during the Franco-Prussian War.

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destinies of the Second Battle Squadron were Sir George Warrender, who first saw fighting with the Naval Brigade in the Zulu War in 1879, and Sir Robert Arbuthnot, regarded as one of the keenest officers in the Service, and one who never expected from others what he could not do himself. Added to these, as rear-admiral commanding the First Battle Cruiser Squadron, Sir David Beatty was already known to the public as the man who had become a captain at twenty-nine, and reached flag rank before he was forty.





A REVOLUTION IN WARFARE.

The water-filter was an aid to health undreamt of on the battle-fields of a generation or two ago, and the telephone (lower photograph) was, of course, also unknown in those days.

The state of war between England and Germany, beginning at eleven p.m. on Tuesday night, August 4th, is described elsewhere. The mobilisation was effected behind a curtain of secrecy rigidly respected by the Press. The three men mainly responsible for the final preparations have been mentioned already, but no history of Naval events would be complete without a more detailed reference to all three. Mr. Winston Churchill, the clever son of gifted parents, was described by Mr. Balfour as made of sterner stuff than Lord Randolph Churchill, whose audacity in politics and brilliance in debate the son inherited. For nearly three years this young Minister, still at the outbreak of hostilities under forty, had flung himself into Naval matters. A man who makes neither mistakes nor enemies makes nothing in this world. At least Mr. Winston Churchill brought into the Service a spirit of thoroughness and invincible youth. Those who most resented that a young layman should tackle subjects to which they had given their whole Service lives admitted—grudgingly perhaps—that this man from outside had got a grip of things. There was a quiet confidence in the efficiency of his administration now to be put to the supreme test. To his lieutenant, Prince Louis of Battenberg, the First Sea Lord, was also accorded the trust and confidence of the commissioned ranks of the Service. Recognised as perhaps one of the most brilliant tacticians in the British Navy, liked for his simple and unassuming manner, his profession and the public regarded him as a worthy successor of Lord Fisher and Sir Arthur K. Wilson, who from their retirement were to watch the weapon which they had forged being put to the test. But at that solemn moment it was generally felt that fleets are not only perfected in Whitehall, and the sympathies of very many went out to Sir George Callaghan, the fine old seaman, silent and strong and self-contained, who for nearly three years had commanded the Home Fleets. "The men would follow him anywhere," was the verdict on him of one of his captains.

To the new Commander-in-Chief, Sir John Jellicoe, on the outbreak of the war, his Majesty the King, expressing what was unuttered in the hearts of all his subjects, sent the following message:

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" At this grave moment in our national history I send to you, and through you to the officers and men of the Fleets of which you have assumed command, the assurance of my confidence that under your direction they will revive and renew the old glories of the Royal Navy, and prove once again the sure shield of Britain and of her Empire in the hour of trial.

GEORGE R.I."

The admiral's reply gave in simple words the spirit of the Fleet :

" On behalf of the officers and men of Home Fleets, beg to tender our loyal and dutiful thanks to your Majesty for the gracious message, which will inspire all with determination to uphold the glorious traditions of the past.

" COMMANDER-IN-CHIEF, HOME FLEETS."

CHAPTER III.—LONDON ON THE EVE OF WAR.



GERMAN OBSERVATION LADDERS.

The old, old cry of "Wolf!"—Stock Exchange Sensations — The Criminal at Work—All Eyes on the Government — Germany's Hopes of Civil War in Ireland—The Fateful Fourth of August.

ALTHOUGH the text of Austria's ultimatum to Servia was in Sir Edward Grey's hands on the morning of Friday, July 24th, and in every newspaper office the same evening; although the urgency of the crisis to Europe and Great Britain was insisted upon by every leading English paper from the following morning onwards, yet it was almost a full week before the public awoke to the fact that a European war was actually upon us. It was the cry of "Wolf!" once too often. Everyone had heard so much about the coming Armageddon which never came, that they had begun to believe that it never would come. A few who had made some study of international politics or were possessed of some inside information as to German extraordinary preparations read in the first line of the Austrian ultimatum that the day had dawned. The man in the street saw nothing. True, he learnt of financial panics in foreign capitals. They were no new thing. They had happened intermittently any time during the last three years. And when the pace abroad became so strong that Continental bourses closed their doors, he hugged himself in the proud thought that our own stock exchanges were never likely to follow so baneful an example. Even seven failures in one day over here caused no general excitement.

On Friday, July 31st, this condition of general confidence received a three-fold shock. The Bank rate was raised from 4 per cent. to 8 per cent., the highest figure recorded since 1873. Before noon next day it had gone up to 10 per cent. The second shock concerned the London Stock Exchange. At ten o'clock on the Friday morning a notice was posted on the door of the House to the effect that the committee, acting upon representations from leading members, had decided upon closing until further notice. There followed within a few hours a conference of the leading bankers with the Government, the result of which was officially intimated as follows :

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UHLANS CHECKED BY BARBED-WIRE ENTANGLEMENT NEAR LIEGE.
INSET: GENERAL LEMAN, THE HEROIC DEFENDER.



"Interviews have taken place to-day between the Prime Minister, the Chancellor of the Exchequer, and representatives of the Bank of England and the leading joint-stock banks in regard to the financial situation. It is understood to have been decided that the situation is not at present such as to justify any emergency action in regard to the supply of legal tender currency, but in the event of further

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developments taking place necessitating Government action, the Treasury will be prepared to take such action immediately."

Panic is not a fair word to describe the effect of these drastic measures on the vast numbers who understood little of their actual technical bearing. There was none. But there was acute anxiety. Men and women dimly understood that securities would be for a time unsaleable, that money would be scarce, and that the prices of the necessities of life might consequently rise. They had wider visions of dearth of customers and lack of employment. For the first time that week they ceased to ask: "What has Servia to do with us?" They no longer shrugged their shoulders at the mention of Armageddon, but turned feverishly to the newspapers in the attempt to elicit from conflicting messages from foreign capitals whether the issue was to be peace or war. Part of the inner history of that tortuous diplomacy has already been divulged. It will be dealt with here in its proper order. But the public, during that final time of confusion before the sword cut every knot, were confronted with a tangled skein. Each day ran a similar course. The earlier editions brought news of renewed hopes of peace, of



IN GOOD HANDS. One of the first Belgian victims of the war in hospital.



BELGIAN SOLDIERS ENJOYING A WELL-EARNED REST AFTER TAKING PART IN THE BRILLIANT DEFENCE OF LIEGE.

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SOLDIERS GUARDING FOREIGNERS' SHOPS IN PARIS.
Several establishments bearing German and Austrian names were wrecked.



BROTHERS-IN-ARMS.
King George and the President of France.

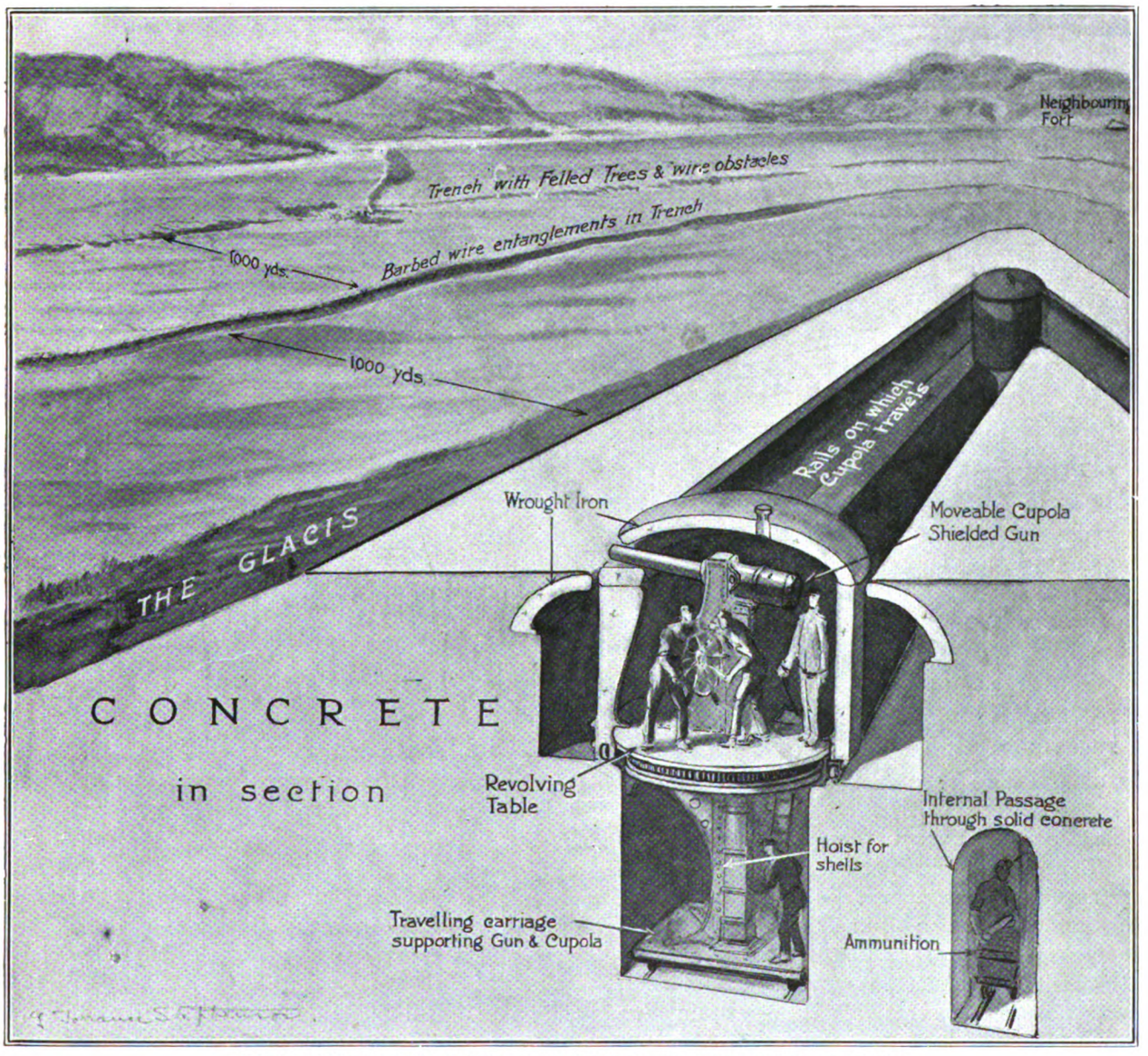
resumed conversations between Vienna and St. Petersburg, of personal efforts towards the desired end made by statesmen and potentates. In the evening there came a few cold words about ultimatums and mobilisation. Men felt as a simple litigant has often felt in conflict with a sharp attorney who promises an easy compromise and flings in his writ all in the same half-hour. The plain man began to see that there was some sharp attorney at the back of all this confusion of hopes and fears. The conviction grew until it became overpowering. And so it was that there ascended to Heaven a general sigh of relief on Sunday morning when the British public awoke to find Germany at war with Russia and invading France, and knew the criminal at work.

That Sunday, August 2nd, is never likely to be forgotten by any Londoner. Week-day daily papers made an unusual Sabbath appearance, and in such centres as Charing Cross and Piccadilly Circus were literally torn from the hands of shouting newsvendors. Men's minds turned to recollections of pictures by Meissonier—Uhlans riding slowly through the border woods of France, terrified peasantry, a French sentry gazing eastward. But the earliest telegrams told them that the opening locale of the war of 1870 was not to be repeated. By midday the British metropolis was aware that the neutrality of Luxemburg had been violated by the German troops. The Cabinet, which had been sitting since early morning, were made acquainted with the news, and with a piece of information still more vital—namely, that there were German designs upon the neutrality of Belgium. For the next few hours the whole attention of London, and of the whole British Empire, was turned upon Mr. Asquith and his

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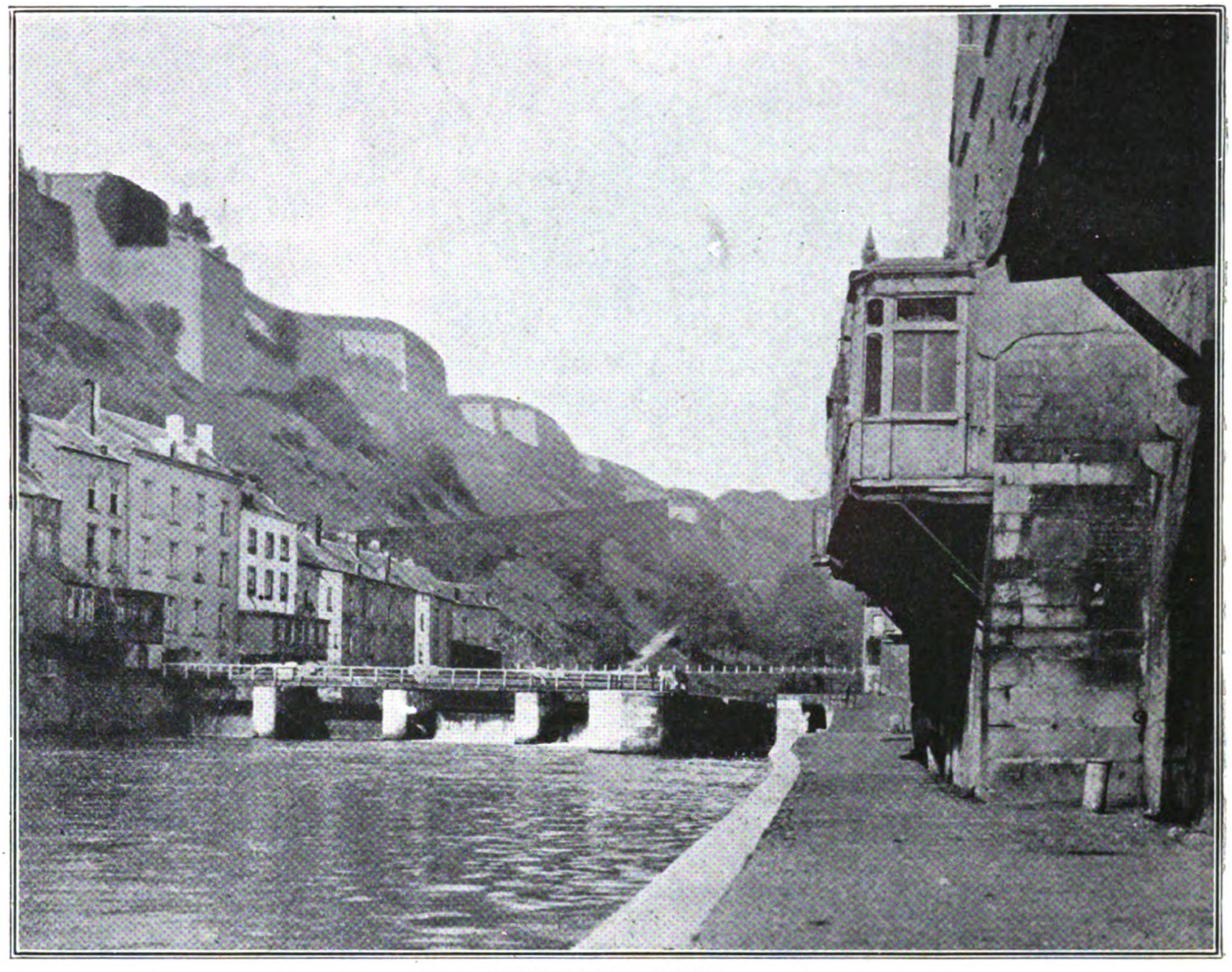
Government. Bank Holiday found its usual crowds at Hampstead, in Epping Forest, at Kew and Richmond; but everywhere one heard the words "Germany," "France," "Belgium," and such snatches of conversation, "There is no alliance!" "We are not bound!" "We cannot keep out!" In truth everyone was waiting for the announcement in Parliament that afternoon, expected from the Prime Minister, actually made by Sir Edward Grey. But when it was generally known through London that if Germany violated Belgian neutrality, or transferred the French war to the sea, she must be prepared to fight Great Britain, men recognised that there could no longer be hesitation. All individual questions as to ways and means disappeared before the question of national honour.

The debate of August 3rd, when Sir Edward Grey made his momentous announcement as to Germany's intended attack on Belgium, was also rendered memorable by a declaration of Irish loyalty on the part of Mr. Redmond. Only nine days before, on the very Sunday when Austria had shown her hand towards Servia, a collision between Nationalist gun-runners and the Dublin police had resulted in bloodshed. Coming as it did at the end of the abortive Buckingham Palace conference between the Ulster and Nationalist leaders, the foreign ill-wishers of Great Britain regarded this catastrophe as the outbreak of the long-promised civil war. Without a doubt Germany was counting on such a development. In her eyes, Great Britain, on the brink of armed conflict within her own islands, was a negligible quantity. Mr. Redmond's speech gave Berlin her answer. His words



THE FORTIFICATIONS WHICH CONFOUNDED THE GERMANS AT LIEGE.
The fort seen in the foreground is so solidly built as to be almost indestructible. To storm such a fort, with barbed-wire entanglements barring the invaders' progress, was well-nigh a hopeless task.

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AFTER LIEGE, NAMUR.

Namur is believed to be even more formidable than Liege. Notice the fortifications on the crest of the hill. The Belgians, always suspicious of Germany's intentions, have left nothing at all to chance.

did something more. They marked the close of the long quarrel between Ireland and the English people. In words that will be remembered while the British race endures, he declared :

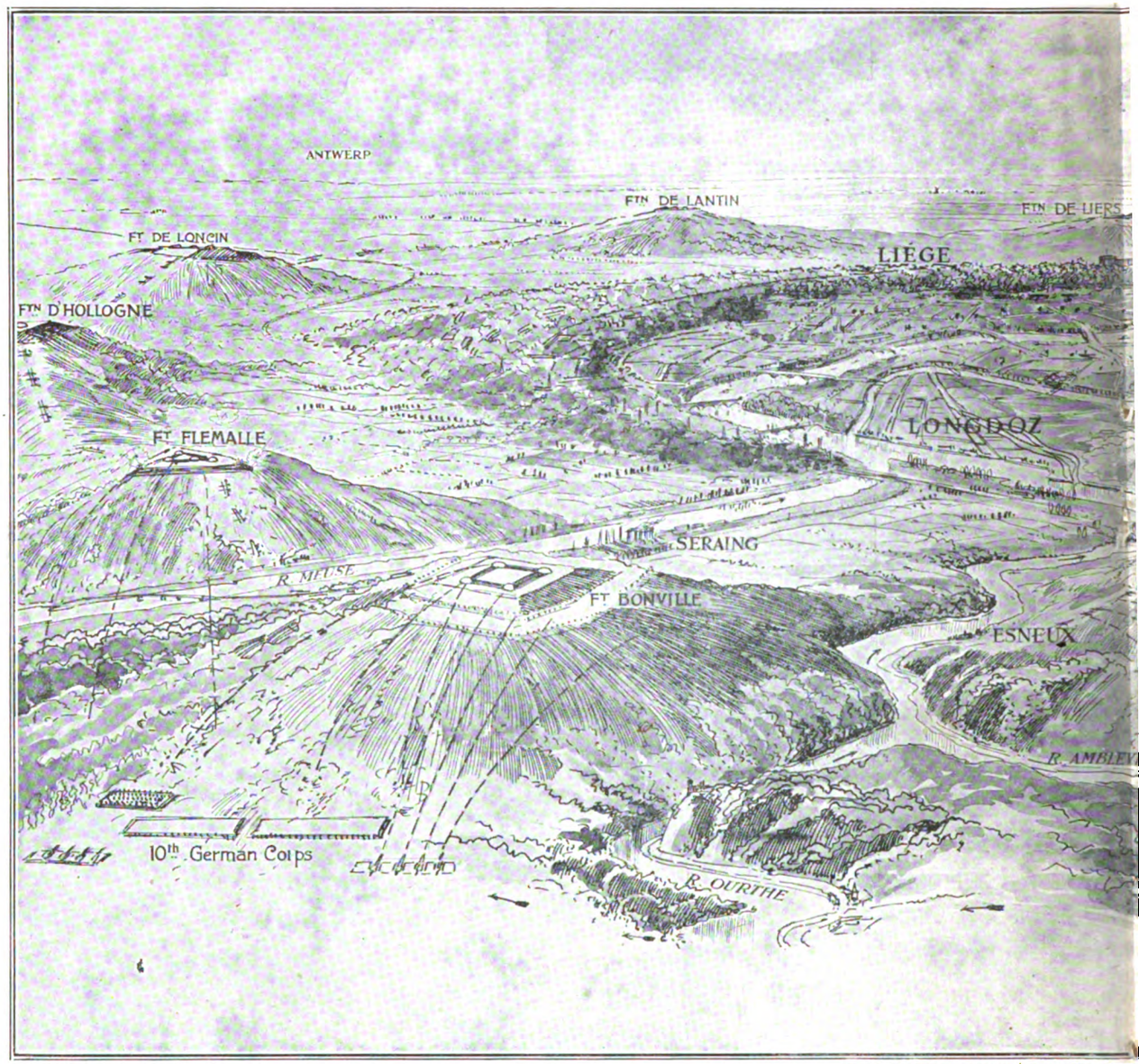
" I say that the coasts of Ireland will be defended from foreign invasion by her armed sons, and for this purpose armed Nationalist Catholics in the South will be only too glad to join arms with the armed Protestant Ulstermen in the North. Is it too much to hope that out of this situation there may spring a result which will be good, not merely for the Empire, but good for the future welfare and integrity of the Irish nation ? . . . If the dire necessity is forced upon this country, we offer to the Government of the day that they may take their troops away, and that if it is allowed to us, in comradeship with our brethren in the North, we will ourselves defend the coasts of our country."

It was a trumpet call of patriotism, to which Sir Edward Carson responded. But it came too late to warn the jealous Power across the North Sea.

Meanwhile, the public learnt with satisfaction the further steps taken by Government to deal with the dangers of a financial or commercial crisis. On the same day as Sir Edward Grey's statement, the Chancellor of the Exchequer introduced a Postponement of Payments Bill—in other words, the machinery for a general moratorium, should such a measure be found necessary. Within a few days the Lord Chief Justice had drawn up special directions with respect to practice in relation to the moratorium. What the public gathered was that, if need be, honest debts, in view of the hardship of extraordinary times, would not be pressed until the war was over. Public confidence was also restored by the decision of Government to undertake the State insurance of merchant vessels so as to secure the carriage of food to these islands. The extension of the August Monday Bank Holiday until Thursday night and the issue of one pound and ten shilling notes helped to restore normal conditions. On Friday, August 7th, the Chancellor of the Exchequer was able to announce to the House of Commons that the arrangements

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made by the Government for the reopening of the banks had proved perfectly satisfactory throughout the country. The "Times" summarised his chief points — namely, that the Bank of England had received that day gold amounting to over five and a half millions; that there was no sign of hoarding anywhere; that trade was everywhere resuming normal conditions; and that the Bank Rate, which had already earlier in the week been reduced from 10 to 6 per cent., would be further reduced next day to 5 per cent. There remained a further step taken by the Government, announced in the papers of August 13th — to guarantee the Bank of England from any loss it might incur in discounting any bills of exchange accepted by them prior to August 4th, 1914.



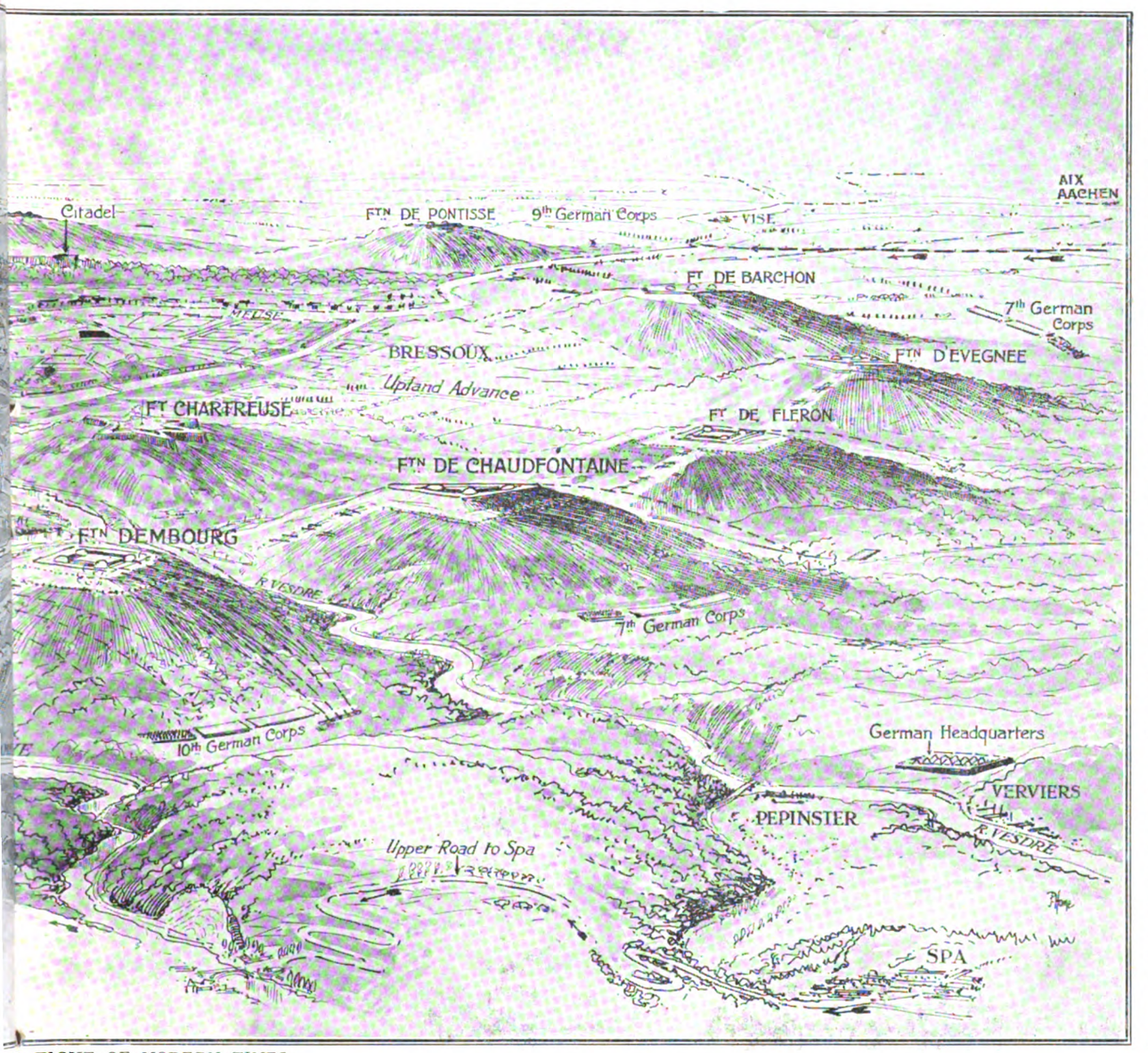
THE SCENE OF THE FIERCEST
A bird's-eye view of Liege and the surrounding district, showing the positions of the forts, and the natur

The effect on trading and employment of all these remedial measures speedily made themselves felt by the general public. It would be untrue to say that, during the earlier days of apprehension, there was no panic buying of large stores of provisions, no selfish inflation of prices on the part of retailers. But the general good sense of the community soon corrected any tendency in the former direction, while the prompt action of the Government in fixing the maximum prices of commodities put a term to the enterprise of the few avaricious shopkeepers.

But the touch of evil times had already made itself felt. On July 27th there was a disquieting collapse on the Stock Exchange. Consols fell to the lowest figure ever recorded in their present form of 2½ per cent. A leading newspaper indicated how representative securities had fared during the slump of those pre-war days:

	Now.	Closing Wednesday.	Fall.	Fall per cent.
Consols	72¼	75½	3¼	4¼
South-Eastern Defd.	37	43¾	6¾	15½
Canadian Pacific ..	178¼	190½	12¼	6½
Shell Oil .. .	4⅛	4 19/32	15/32	10
Malacca Rubber ..	2¾	3 5/16	9/16	17
De Beers	14 7/8	15 15/16	1 1/16	6½
Russo-Asiatic ..	6 1/16	7⅞	1 13/16	23

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FIGHT OF MODERN TIMES.
ral obstacles in the form of rivers, hills, and wooded country, and the disposition of the invading force.

The action of the Government in guaranteeing the underwriting of ships against war risks came not a minute too soon. Although the risk of capture by hostile cruisers, directly war should be declared, may have been a vain imagination, it was an imagination which brought to a standstill the whole carrying trade of the country. Owners were afraid to send their ships to sea uncovered, while underwriters were quite unable to accept further war risks with the danger of war being declared at any moment. Added to this, there was no quotation for securities, with the result that brokers and business men had not command over capital. Credit had vanished.

Such was the effect of the financial crisis which harassed London during those last days of feverish diplomacy, and it was due to the financial solidity of the nation, no less than to its level-headedness and the promptness of Government measures, that the declaration of war, instead of precipitating worse conditions, cleared the atmosphere.

It was on August 4th that the dreaded announcement was made in the following proclamation :

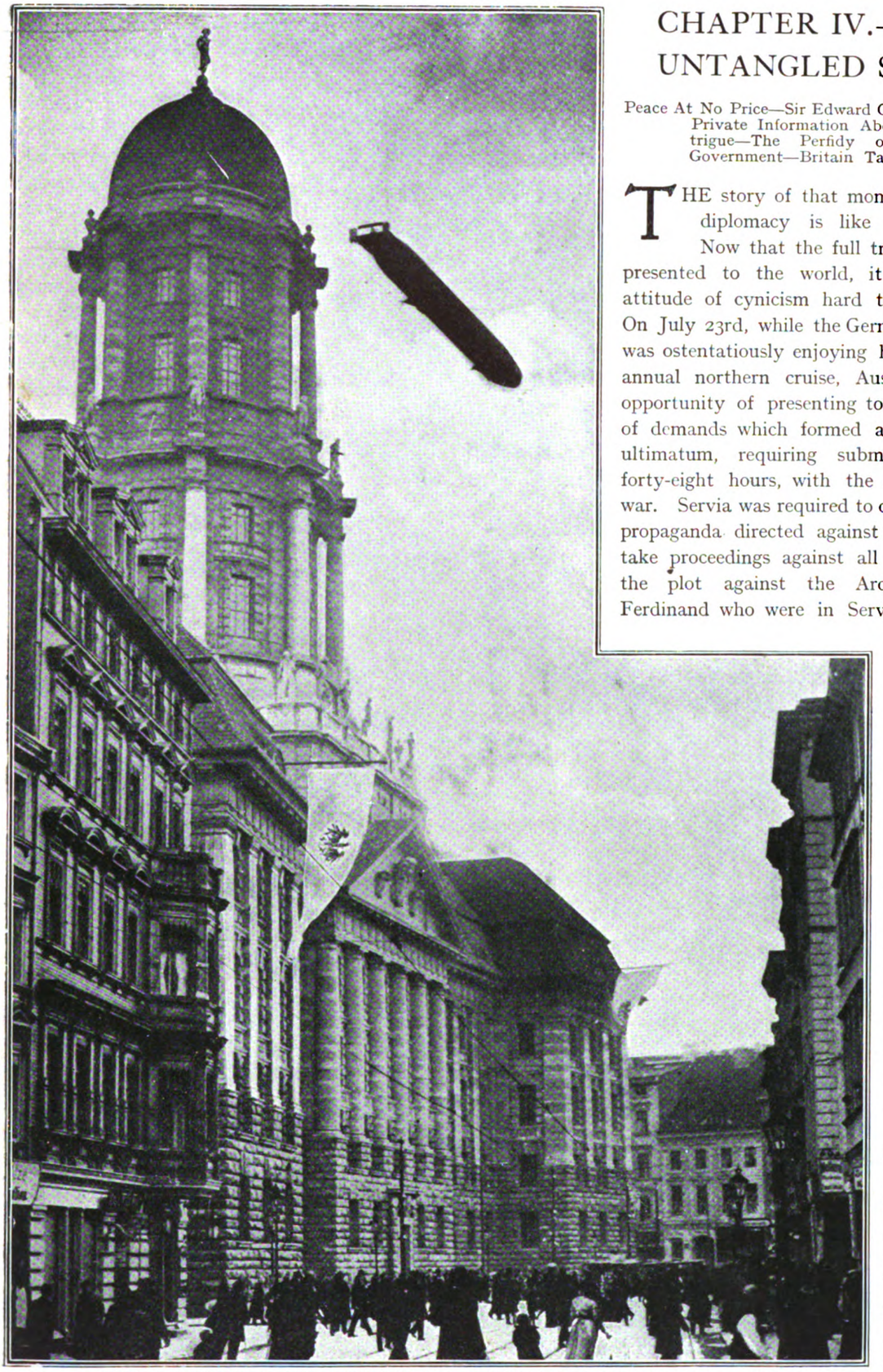
"A STATE OF WAR.

"His Majesty's Government informed the German Government on August 4th, 1914, that unless a satisfactory reply to the request of his Majesty's Government for an assurance that Germany would respect the neutrality of Belgium was received by midnight of that day, his Majesty's Government would feel bound to take all steps in their power to uphold that neutrality, and the observance of a treaty to which Germany was as much a party as Great Britain.

"The result of this communication having been that his Majesty's Ambassador at Berlin had to ask for his passports, his Majesty's Government have accordingly notified the German Government that a state of war exists between the two countries as from 11 p.m. to-day."

That fateful fourth of August will be remembered throughout the world as one of the most eventful days of modern times. Whatever differences of opinion the nation had shown as to whether Britain should take part in the conflict, once the gauntlet had been thrown down those differences disappeared.

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WILL GERMANY'S AIR FLEET HAVE A DECIDING INFLUENCE ON THE WAR?
While it is clear that the Germans have not very great faith in their Navy, they are unspeakably proud of their fleet of airships, which often cruise over their cities to arouse enthusiasm among the populace.

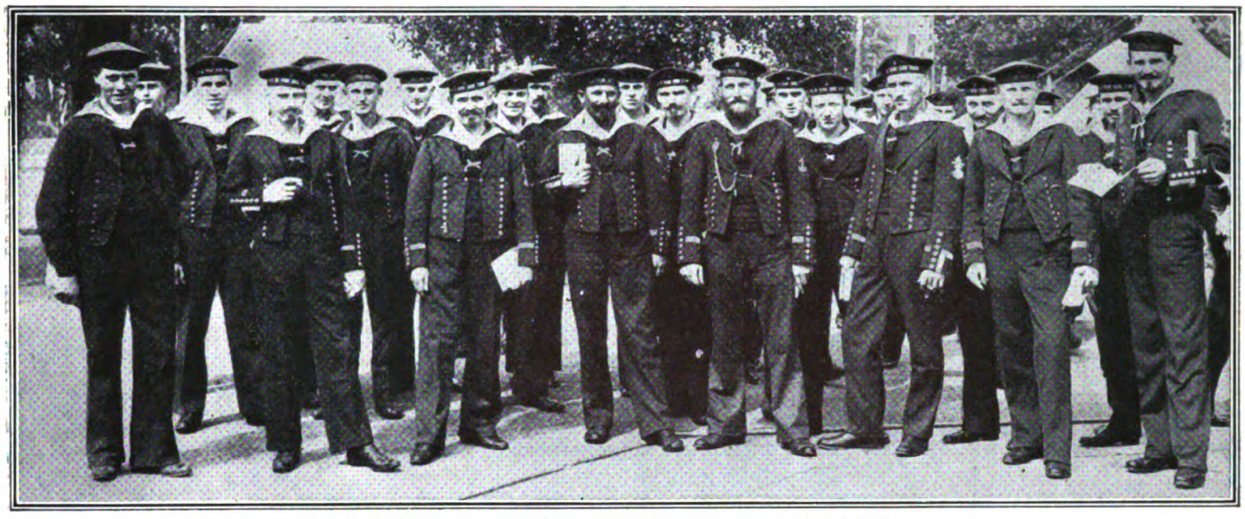
CHAPTER IV.—THE UNTANGLED SKEIN.

Peace At No Price—Sir Edward Grey's Warning—Private Information About German Intrigue—The Perfidy of the German Government—Britain Takes the Plunge.

THE story of that momentous week's diplomacy is like a nightmare. Now that the full truth has been presented to the world, it discloses an attitude of cynicism hard to be credited. On July 23rd, while the German War Lord was ostentatiously enjoying himself on his annual northern cruise, Austria took the opportunity of presenting to Servia a host of demands which formed a very drastic ultimatum, requiring submission within forty-eight hours, with the alternative of war. Servia was required to condemn "the propaganda directed against Austria," and take proceedings against all accessories to the plot against the Archduke Franz Ferdinand who were in Servia. Austrian delegates were to supervise the proceedings, and Servia was also to arrest certain Servian officials whose guilt was alleged. These exorbitant conditions made it quite obvious that no concessions on Servia's side would be accepted.

Nevertheless, a virtual acceptance followed. Acting on the advice of Russia, Servia acceded to all that was required of her, making only two

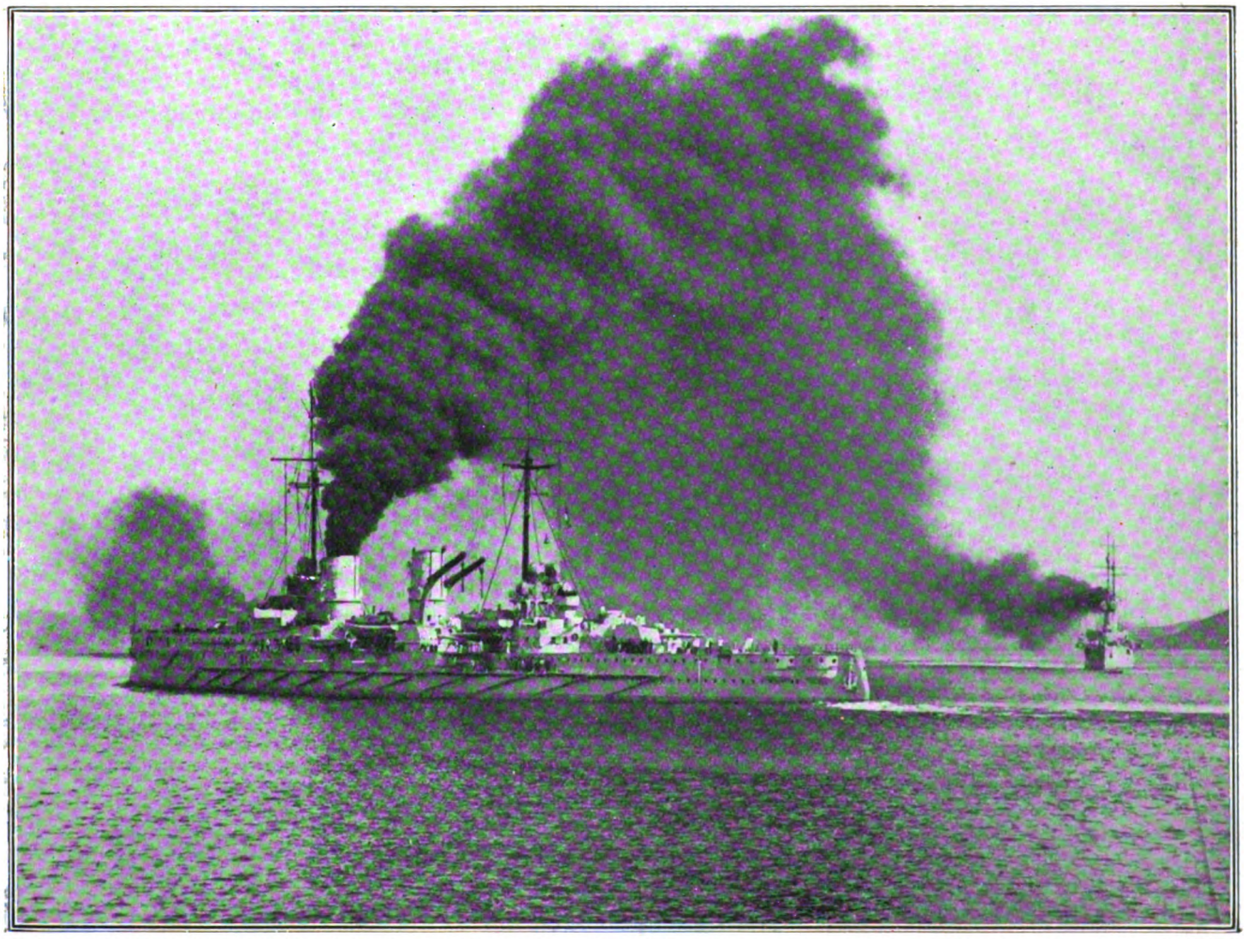
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A GROUP OF TYPICAL MEN OF THE GERMAN NAVY.
They are conscripts, and do not get so long a training as British tars, so it is questionable whether they are so efficient as our men.

reservations of the most reasonable character. These reservations were enough for "the wolf drinking higher up the stream." Austria at once declared herself dissatisfied, and though the actual declaration of war was delayed for a few hours, a state of war practically existed between the two countries from Saturday evening, July 25th.

That was the beginning of efforts on the part of Great Britain, as sincere as they were indefatigable, to localise the conflict. Sir Edward Grey repeated his solemn warnings in every chancellery of Europe. The very



THE GERMAN DREADNOUGHT GOEBEN, WHICH DISTINGUISHED ITSELF BY RUNNING AWAY FROM THE BRITISH SHIPS IN THE MEDITERRANEAN AND SEEKING THE PROTECTION OF TURKEY.

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Photos] [Russell & Sons.



REAR-ADMIRAL THE HON. R. F. BOYLE.

day that he was apprised of the violent tone of Austria's note to Servia — the actual day it was presented—he warned the Austrian Ambassador in London that if as many as four Great Powers of Europe were engaged in war, it would involve the expenditure of such a vast sum of money and such interference with trade, that a complete collapse of European credit and industry would follow. The reply of Russia to this warning was quite conciliatory. The Russian Foreign Minister assured the British Minister that Russia had no aggressive intentions, and would take no action unless forced. Austria's action, M. Sazonoff added, in reality aimed at overthrowing Russia's influence in the Balkans.

Thus the position stood on the afternoon of Monday, July 27th, when Sir Edward Grey made his first announcement to the House. He was able to state that his suggestion of a joint conference, composed of the ambassadors of Germany, France, Italy, and himself, with a view to mediation between Austria and Russia, had been accepted by all except Germany, which Power had expressed its concurrence with the plan in principle, but opposed the details on the ground that there was a prospect of direct conversations between Austria and Russia. That German statement was true outwardly. In substance it reeked of insincerity. On that Monday afternoon the Russian Ambassador warned Austria that Russia would not give way, and expressed his hope that some arrangement might be arrived at before Servia was invaded.

Austria's reply came on Tuesday. It took the shape of a formal declaration of war upon Servia.

That Tuesday, July 28th, was a very vital day. Here in England people believed Germany's professions that her one desire was for peace. They might have believed otherwise had they known what was going on behind the scenes in the various European capitals. Russia still declared her willingness to open conversations with Austria. But in Paris at the same moment the German Ambassador was refusing to give to Russia's ally any assurance that Servian independence would be respected. The next step, taken on the same day, was the refusal of the Austrian Government to delay warlike proceedings.

And what about the German Government through these twenty-four hours? It informed Sir Edward Grey that it had made representations at Vienna in favour of mediation by the four Powers. But its attitude was always this: Its representations could only be in the nature of advice; there could be no attempt to interfere with Austria's discretion as a sovereign state. The sincerity of these assertions may be gauged by a further fact. All through this time Germany declared that she had had no previous knowledge of the contents of the Austrian note to Servia. Here is the statement on this point made by Sir M. de Bunsen (British Ambassador to Vienna) to Sir Edward Grey on July 30th:

". . . . Although I am not able to verify it, I have private information that the German

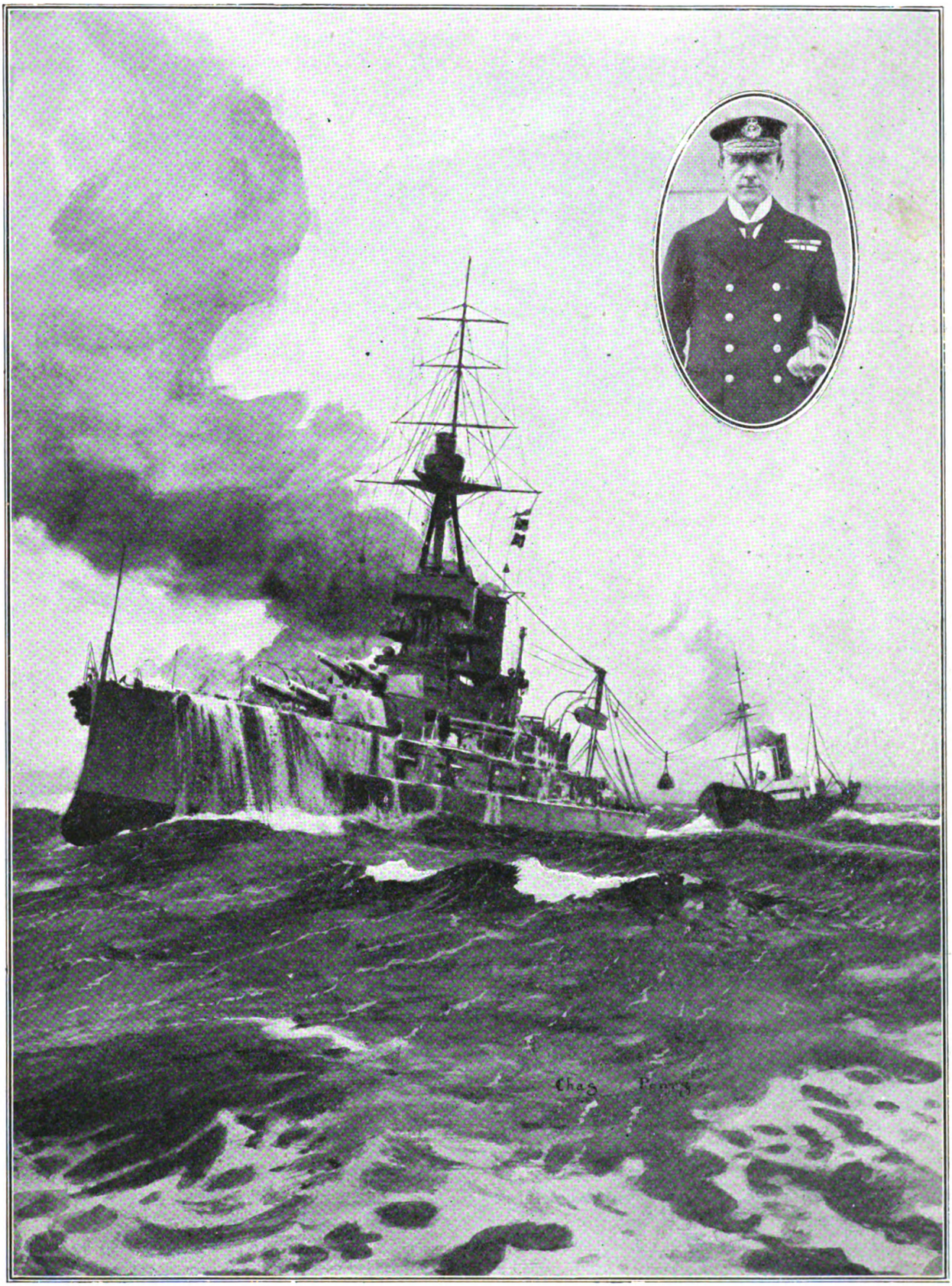


COMMODORE R. Y. TYRWHITT.



REAR-ADMIRAL H. L. TOTTENHAM.

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VICE-ADMIRAL SIR JOHN JELLICOE'S FLAGSHIP, IRON DUKE, BEING COALED AT SEA. INSET: VICE-ADMIRAL JELLICOE.

Drawn specially for "The Great War" by Chas. Pears. [*Photo by Russell & Sons.*

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Ambassador knew the text of the Austrian ultimatum to Servia before it was despatched and telegraphed it to the German Emperor. I know from the German Ambassador himself that he endorses every line of it."

Fair words from Germany, and all the while her ally, to whose actions she was privy, was pressing forward to war. Naturally the Russian Foreign Minister complained that conversations were useless in the face of such facts. Nor was it unreasonable that Russia should declare that her forces would be mobilised the day that Austria crossed the Servian frontier. From that time forward a change came over the scene. Whether it was owing to the fact that the Austrian Ambassador in Berlin declared that Russia was not in a position to make war, or to the fact that she herself had been preparing for many months, this much is certain, the attitude of Germany suddenly stiffened. From the mist of words and assurances with which the German Chancellor enveloped our ambassador in Berlin, this one point emerges—that Germany meant to regard the partial mobilisation of Russia as a ground for war. It was useless for Russia to protest that this partial mobilisation was merely a precaution. It was useless for the Tsar himself to offer to give his word that no use would be made of any of his forces. It was equally useless that Germany knew, as subsequent facts have proved, that her own state of mobilisation was very much further advanced than that of Russia. Every day the public read statements that



LIKE LOCUSTS.
This café in Mouland, having escaped the fire which consumed the rest of the town, was cleared of everything of value by the devastating Germans.

conversations between Vienna and St. Petersburg had been renewed. The public heard of suggestions for a compromise emanating from Berlin. They all meant nothing. Just as Servia was presented with conditions which it was never intended that she should accept, so Europe was treated to a variety of temporising pretexts which had no object at all save to give Germany the longest possible time in which to make her preparations, while lulling the suspicions of other States to rest.

On Friday, July 31st, she was quite ready, and she launched her ultimatum to St. Petersburg. It is significant that only on that day was the Russian general mobilisation ordered. By six o'clock on Saturday evening war between the two Empires began, and by Sunday morning Germany was invading France.

At this point Great Britain passed from the position of general peacemaker to that of a principal. As Sir Edward Grey stated in the House of Commons a few hours later, the question whether Austria or Russia should dominate the southern Slav races was no concern of England. As he also told the House, we were bound by no secret alliance to France, and we were absolutely free to choose our course with regard to the crisis which

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had overtaken her. But there were two cardinal points in the situation which had arisen which intimately concerned Great Britain. The first essential feature of our diplomacy was that France should not be brought into such a condition in Europe that she became a species of vassal State to Germany.

That position was understood in Berlin, and from it there arose one of the most extraordinary diplomatic incidents that ever took place even in the house of Bismarck. Writing to Sir Edward Grey on July 29th—the day on which Germany's attitude to Russia had so suddenly stiffened—the British Ambassador at Berlin stated that he had been made the recipient of a most remarkable offer from the Chancellor, Dr. Bethmann-Hollweg.

"He said that, should Austria be attacked by Russia, a European conflagration might, he feared, become inevitable, owing to Germany's obligations as Austria's ally, in spite of his continued efforts to maintain peace. He then proceeded to make the following strong bid for British neutrality. He said that it was clear, so far as he was able to judge the main principle which governed British policy, that Great Britain would never stand by and allow France to be crushed in any conflict there might be. That, however, was not the object at which Germany aimed. Provided that neutrality of Great Britain were certain, every assurance would be given to the British Government that the Imperial Government aimed at no territorial acquisitions at the expense of France should they prove victorious in any war that might ensue.



THE RAVAGES OF WAR.
Having burned and sacked the town of Mouland, the last of the German soldiers leave to turn more snug homes into smoking ruins.



While the forts of Liege were still held by the Belgians, the town itself was occupied by Germans, who looted the place. Some of the officers are here seen enjoying the commandeered provisions.

"I questioned his Excellency about the French Colonies, and he said that he was unable to give a similar undertaking in that respect."

The British Government was thus asked to stand coldly by while its friend, France, was attacked and crushed, and the little State of Belgium, whose neutrality it had guaranteed, was invaded. Sir Edward Grey might have been expected to reply to this "infamous proposal," as Mr. Asquith called it, with an instant rupture of diplomatic relations. But, instead, he continued "conversations," which brought no honour to the British Government. It is true that he telegraphed on July 30th:

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ANGELS OF MERCY.
British Red Cross nurses leaving London for the front. The value of the work of these unselfish ladies cannot be overestimated.



HER MAJESTY QUEEN ALEXANDRA,
Whose keen interest in the work of the nurses has deeply touched the nation.

"His Majesty's Government cannot for a moment entertain the Chancellor's proposal that they should bind themselves to neutrality on such terms.

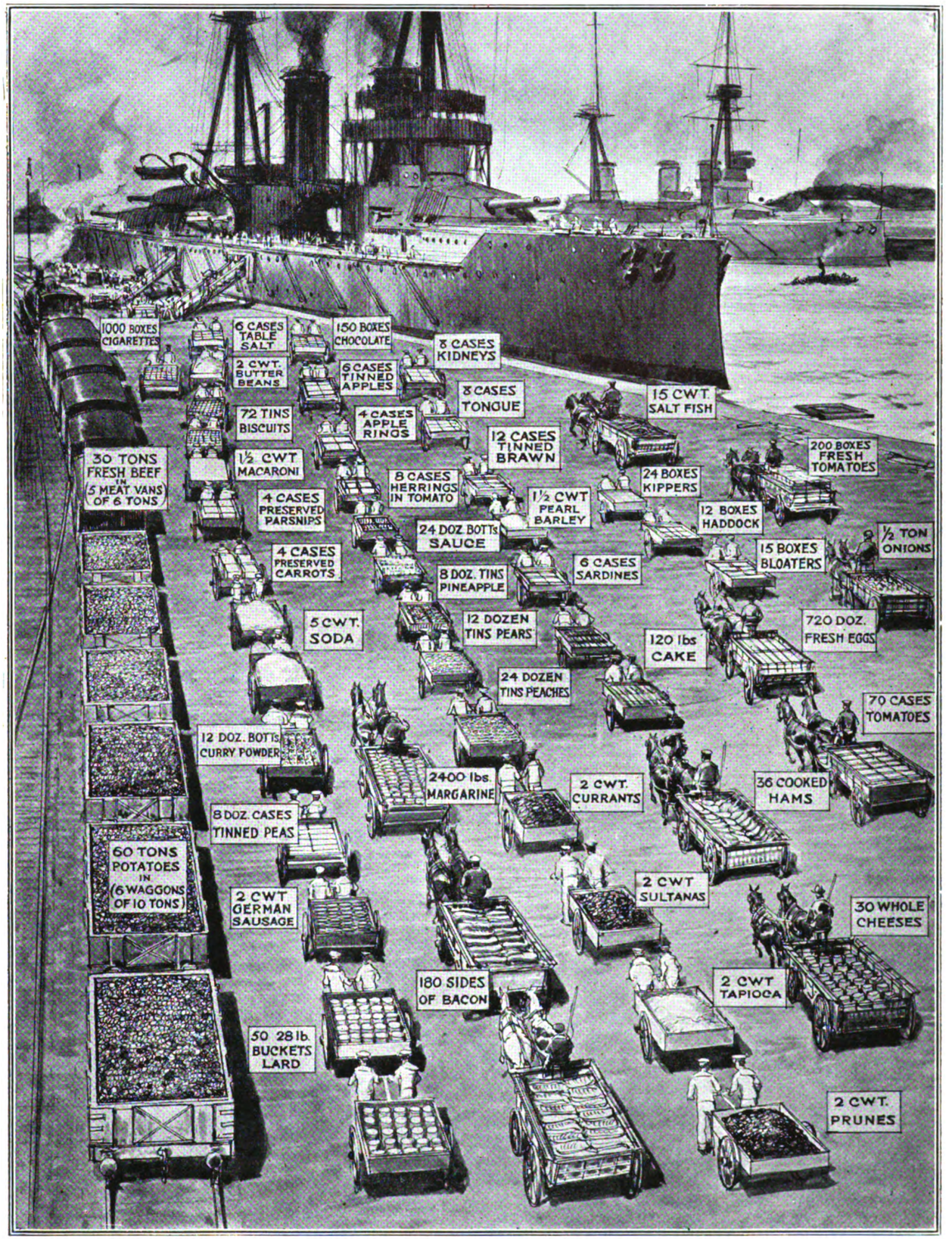
"What he asks us in effect is to engage to stand by while French colonies are taken and France is beaten, so long as Germany does not take French territory as distinct from the colonies.

"From the material point of view such a proposal is unacceptable, for France, without further territory in Europe being taken from her, could be so crushed as to lose her position as a Great Power and become subordinate to German policy.

"Altogether apart from that, it would be a disgrace for us to make this bargain with Germany at the expense of France—a disgrace from which the good name of this country would never recover."

But after this declaration the English Foreign Minister made another fruitless effort next day to satisfy Germany by abandoning the Triple Entente. On the morning of July 31st he informed the German Ambassador that if Germany could get any reasonable proposal put forward which made it clear that Germany and Austria were striving to preserve European peace, and that if Russia and France were unreasonable in rejecting it, he would support it at St. Petersburg and Paris, and go the length of saying that, if Russia and France would not accept it, his Majesty's Government would have nothing more to do with the consequences. Otherwise, he told the German Ambassador that if France became involved, Great Britain would be drawn in.

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PROVISIONING A WARSHIP.

This drawing gives a splendid idea of the hugeness of the task of keeping a big warship in fighting trim. It represents the food for the officers and men only. The food for the guns is, of course, another very big item.

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The practical application of Sir Edward Grey's telegram of July 31st was made clear in his speech to the House of Commons on the afternoon of August 3rd. He laid it down, and he stated that he had given France on the previous day the written assurance, that if the German Fleet came into the Channel or through the North Sea to assail her, our Fleet would protect her to the uttermost.

On the same afternoon, in the same place, Sir Edward Grey enunciated once again the other dominant principle of British foreign policy—that England can never look with indifference on the seizure by a great Continental Power of any portion of Belgium or Holland. More than a hundred years ago it was declared by Napoleon, who knew a little about political geography, that Antwerp was a pistol levelled at the head of London.



THE GREAT WAR LORD.
One wonders if he is now "sorry he spoke."

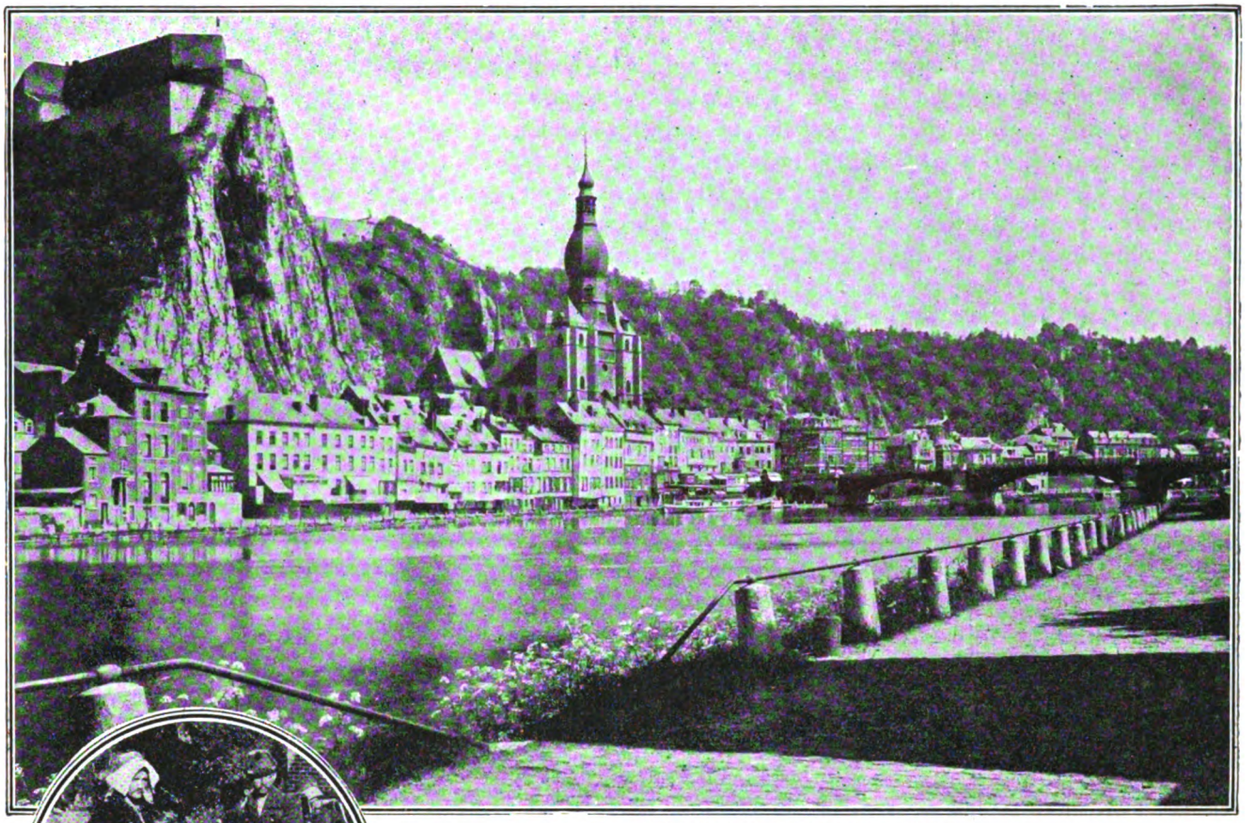
On July 31st Sir Edward Grey inquired by telegraph both at Paris and Berlin whether the two Governments would engage to respect the neutrality of Belgium. From France there came the assurance that the Government was resolved to respect Belgium's neutrality, unless compelled to act otherwise by reason of its violation at the hands of another Power. From Germany there was the answer that the Secretary of State, Von Jagow, could not reply to the British request until he had consulted the Emperor and Chancellor. He doubted, however, whether the German Government could give any answer without revealing its plan of campaign. He furthermore alleged the commission of hostile acts by Belgium.

It was German diplomacy at its worst. While Herr von Jagow was declaring his inability to reply, he very well knew what his Government was preparing behind the scenes.

And it was not long before his Majesty's Government likewise received full information. On August 4th Sir Edward Grey was informed that the German Government had proposed that Belgium should grant its armies free passage through Belgian territory. The kindly offer was accompanied by the usual Prussian threat that this small State would be crushed out of existence if it refused to comply. In short, it was an ultimatum presented at seven o'clock on Sunday evening, August 2nd, to expire within twelve hours. Directly the British Government received this definite information a telegram was sent early in the morning to the British Ambassador in Berlin requesting an assurance that the neutrality of Belgium would be respected by Germany. An immediate reply was requested. To this the German Foreign Secretary repeated "most positively the formal assurance" that, even in the case of armed conflict with Belgium, Germany would, under no circumstances whatever, annex Belgian territory.

The Prime Minister told the story of these negotiations in the House on Tuesday, August 4th, and he stated that the Government could not regard the German reply as in any sense a satisfactory communication. He added: "We have, in reply to it, repeated the request we made last week to the German Government that they should give us the same assurance in regard

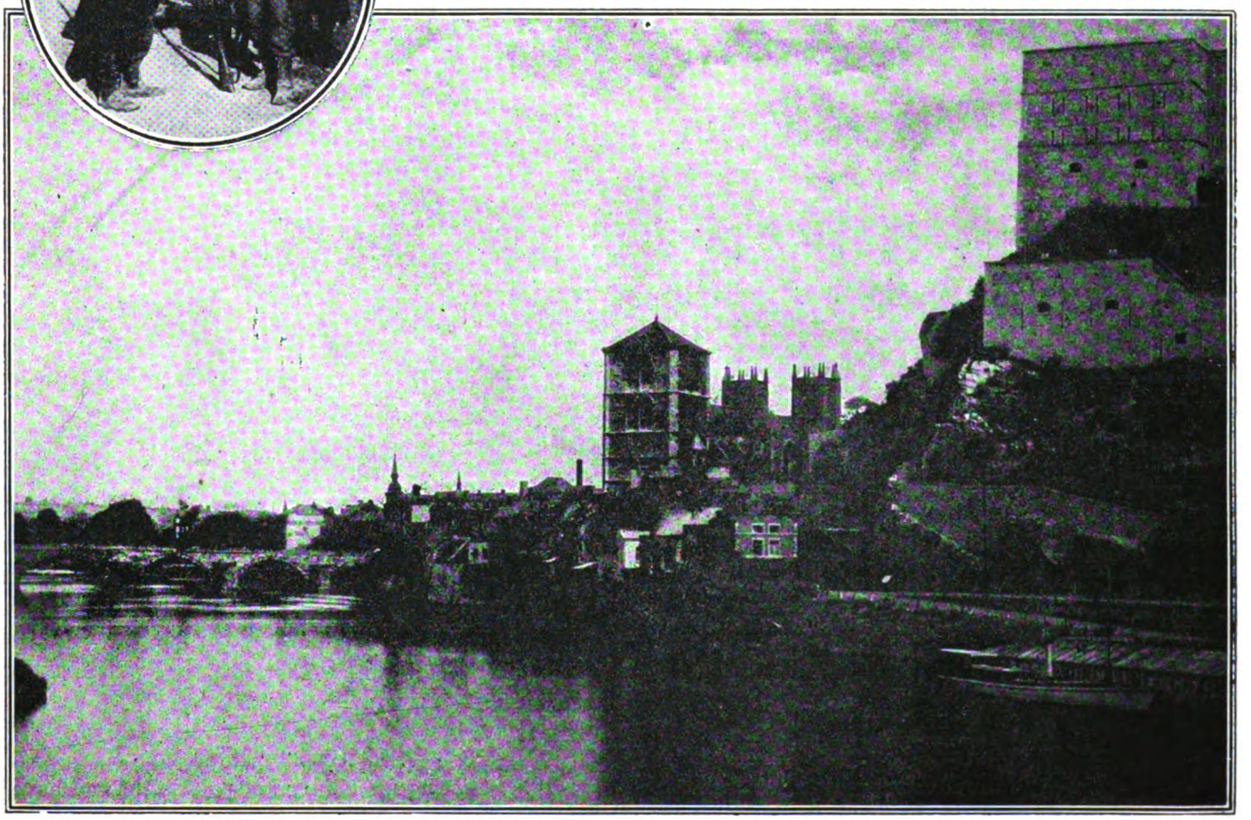
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A SLIGHT ON DAME NATURE.

The upper photograph is a view of one of the prettiest spots in Belgium, namely, Dinant. Notice the forts at the top of the rock. It is surely a sin to turn such a lovely place into a battlefield. The lower picture shows the citadel at Huy. Inset: Belgian soldiers, one of whom is wearing a handkerchief under his cap to protect himself from the heat.



[Fincham.

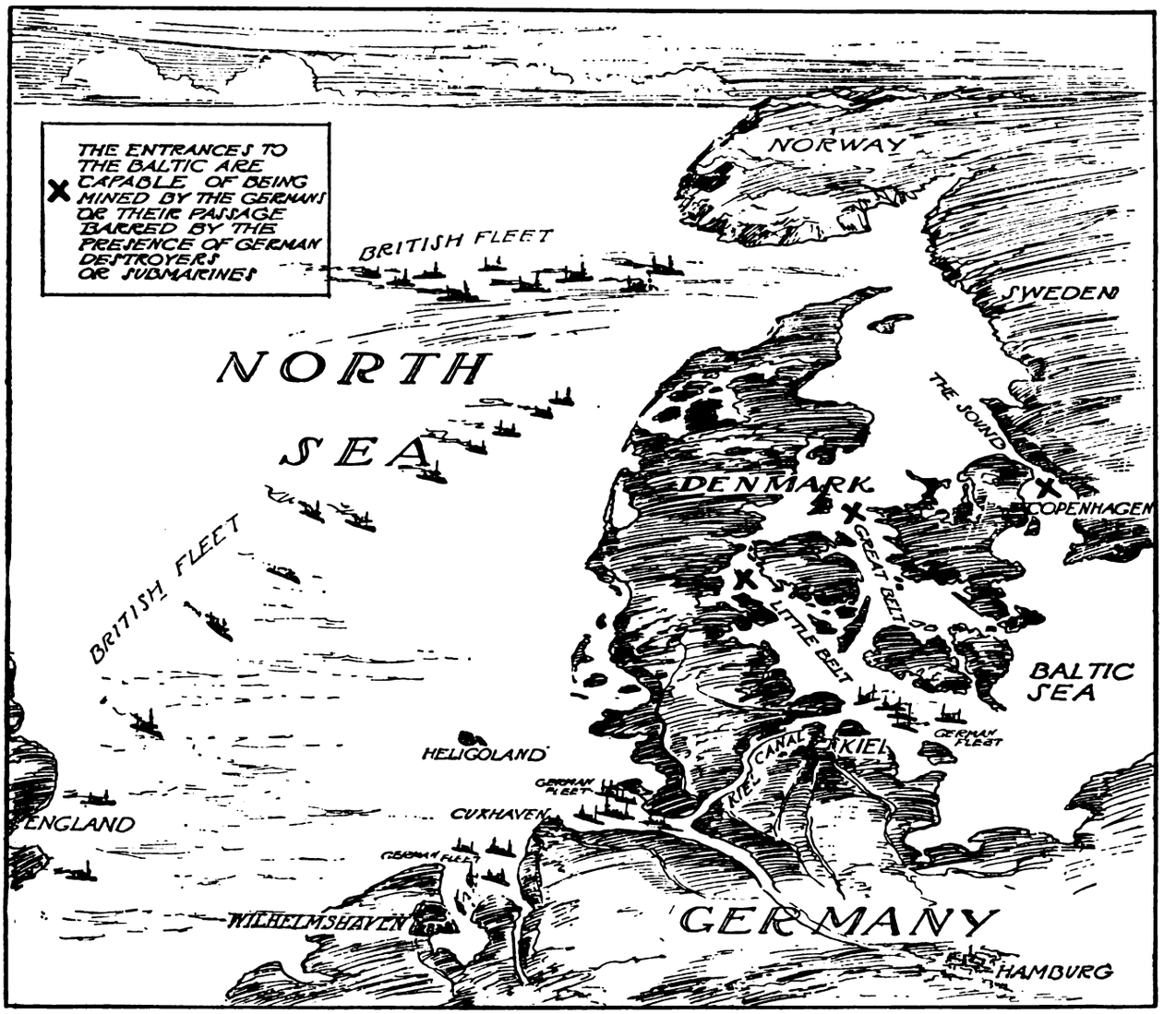
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to Belgian neutrality as was given by France; and we have asked that the reply to that request and a satisfactory answer to the telegram of this morning should be given before midnight."

By eleven p.m. that evening England and Germany were at war.

And what excuse did Germany give for this attack upon a small and friendly country which had done her no wrong, and whose integrity she, no less than Britain, had pledged herself by treaty to respect and defend? The Kaiser's Government pretended that authentic news had been received that France meant to attack Germany through this neutral territory. The pretence and the lie are refuted from the German Chancellor's own lips. He spoke in the Reichstag on August 4th. This is what he said:

"Gentlemen, we are now in a state of necessity, and necessity knows no law! Our troops have occupied Luxemburg, and perhaps"—as a matter of fact, the speaker knew that Belgium had been invaded that morning—



SPOILING FOR A FIGHT.

Immediately war was declared the British fleets stole quietly out into the North Sea, eager to try conclusions with the enemy. The German fleet, however, had planned to postpone the great sea fight.

"are already on Belgian soil. Gentlemen, that is contrary to the dictates of international law. It is true that the French Government has declared at Brussels that France is willing to respect the neutrality of Belgium as long as her opponent respects it. We knew, however, that France stood ready for the invasion. France could wait, but we could not wait. A French movement upon our flank upon the lower Rhine might have been disastrous. So we were compelled to override the just protest of the Luxemburg and Belgian Governments. The wrong—I speak openly—that we are committing we will endeavour to make good as soon as our military goal has been reached. Anybody who is threatened, as we are threatened, and is fighting for his highest possessions can have only one thought—how he is to hack his way through."

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A TRAGEDY OF THE WAR.
German Lancers entering Mouland, Belgium. Four peasants fired on the invaders from the farmhouse seen on the right, and were promptly taken by the troops and shot.

CHAPTER V.—HOW GERMANY STROVE TO GAIN COMMAND OF THE SEA.

The Irony of Fate—Kaiser Wilhelm's Great Ambition—How He Revolutioned The Navy—His Navy a Mushroom Growth—Recent Increases of Rival Fleets.

IT is one of the ironies of Fate that the great European war should have been forced upon us just at the time when preparations were under way to celebrate the hundredth anniversary of the conclusion of our last great conflict at sea. From the middle of 1812 to the end of 1814 we were fighting the United States, and we fought them not because of any basic difference of policy, but because, in defence of what they



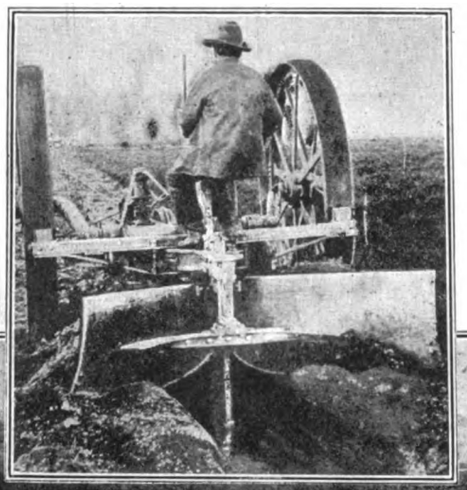
THE (MIS)MANAGING DIRECTOR OF THE ARMY OF AGGRESSION.
H.I.M. the Kaiser takes his favourite place at the head of his troops.

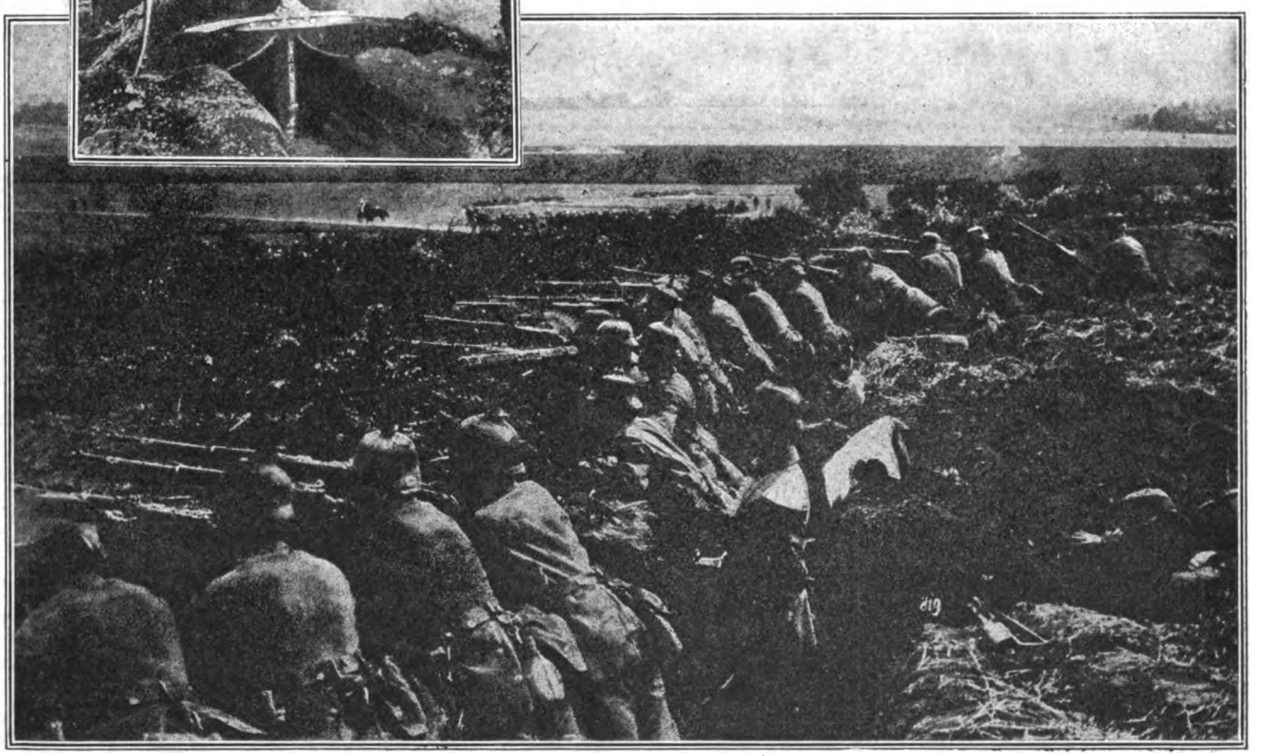
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regarded as their national rights, they stood between us and the steps which we were compelled to take if we were to throw the whole weight of our naval strength into the fight against the Napoleonisation of Europe. Since 1814 the British Empire has engaged in many wars, but never until this year have we found ourselves in conflict with a nation whose avowed policy was to challenge our right to the title of Mistress of the Seas. For over a century, from Trafalgar down to the Teutonic challenge to the rest of civilised Europe, we maintained the command of the sea by the weight of our prestige and by the strength and efficiency of our Navy. In that period we spent upon our Fleet a total of approximately 1,500 millions sterling. We built squadrons upon squadrons of ships which fulfilled their highest mission—the preservation of peace—by never firing a shot in anger. They came new from the builder's yard, they served their appointed time in our commissioned fleets, and they ultimately faded out of the public gaze into the hands of the shipbreaker; but every British warship which, during the last hundred years, has completed her effective life without meeting an enemy, has been a monument to the success of British policy and the influence of British naval power. Lord Rosebery has said that the heaviest expenditure on armaments is cheaper than the smallest European war. Lord Charles Beresford has put the same epigram into different form by declaring that "battleships are cheaper than battles." But the meaning of both is the same. The British Navy was doing its best and most effective work when it was preserving the maritime peace of the world.

Now we have come to the time when the British Navy has no longer been able to preserve peace. For a hundred years we have commanded the sea in equity, claiming no advantages for ourselves because we had the power to sweep any rivals off the seas, but striving always to preserve the principle that the seas were free highways. In times of peace we have never used our sea power for the purposes of aggression or suppression, and every nation has enjoyed equal trading rights with ourselves. We have maintained a supreme Navy because we depend for our food, for the raw materials which keep our manufacturing industries at work, and for the cohesion of our world-spread Empire upon the absolute freedom of the seas.

For the greater part of the nineteenth century the British Navy was regarded as a peace machine. We believed that as long as we kept our Fleet at a reasonable standard of strength,

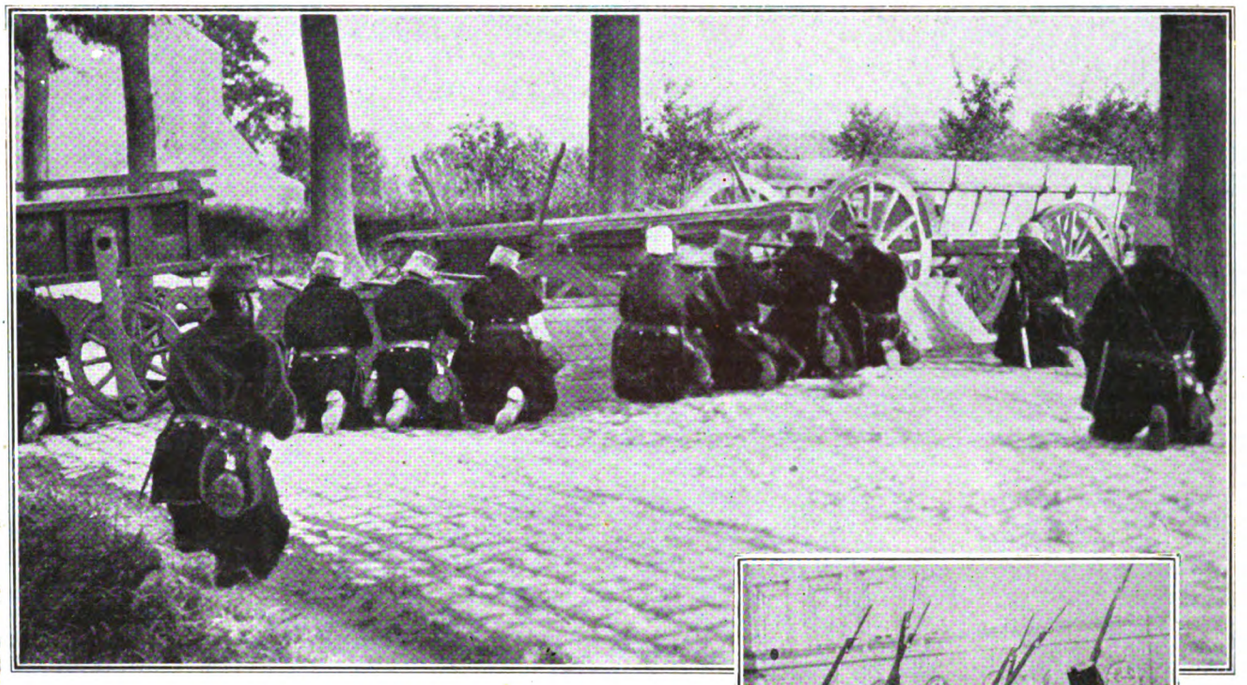




GERMAN INFANTRY IN ACTION.

The Germans thoroughly understand the art of making and using trenches. Inset: A clever device for cutting trenches very quickly.

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BELGIAN INFANTRY FIRING UPON UHLANS FROM BEHIND A BARRICADE IN A VILLAGE NEAR THE HISTORIC FIELD OF WATERLOO. INSET: BELGIANS GUARDING THE CITY OF BRUSSELS.

no foreign Power would dare to attack it or to challenge the supremacy which we had used so beneficently. But from the time when the Emperor William II. succeeded to the throne of the German Empire, British sea-power has been regarded from a different point of view. All the nations of the world were willing to accept British naval supremacy as an established, and even as a desirable fact; but the monarch who is now the German Emperor cherished from the beginning of his reign the ambition that Germany might be able to supplant us as the Mistress of the Seas. He told his subjects that the future of Germany lay upon the water ("Unsere Zukunft liegt auf dem Wasser"); he declared to them that "the trident of Neptune must be in our fist"; and when we were in the midst of the dark days of the South African War he deplored in public that the comparative weakness of the German Navy did not enable that country to take advantage of British preoccupation, and "to further our flourishing commerce and our interests oversea."

When William II. became German Emperor in 1888 his Navy did not occupy a position of any great importance among the fleets of the world. It included a dozen armoured ships of over 5,000 tons, but not one whose displacement ran into five figures; while at the same date the British Fleet comprised fifty-six armoured ships of more than 5,000 tons, fourteen of them being of more than 10,000. Before the Kaiser had been on the throne a year, however, a Bill providing for the expansion of the Navy was forced through the Reichstag.

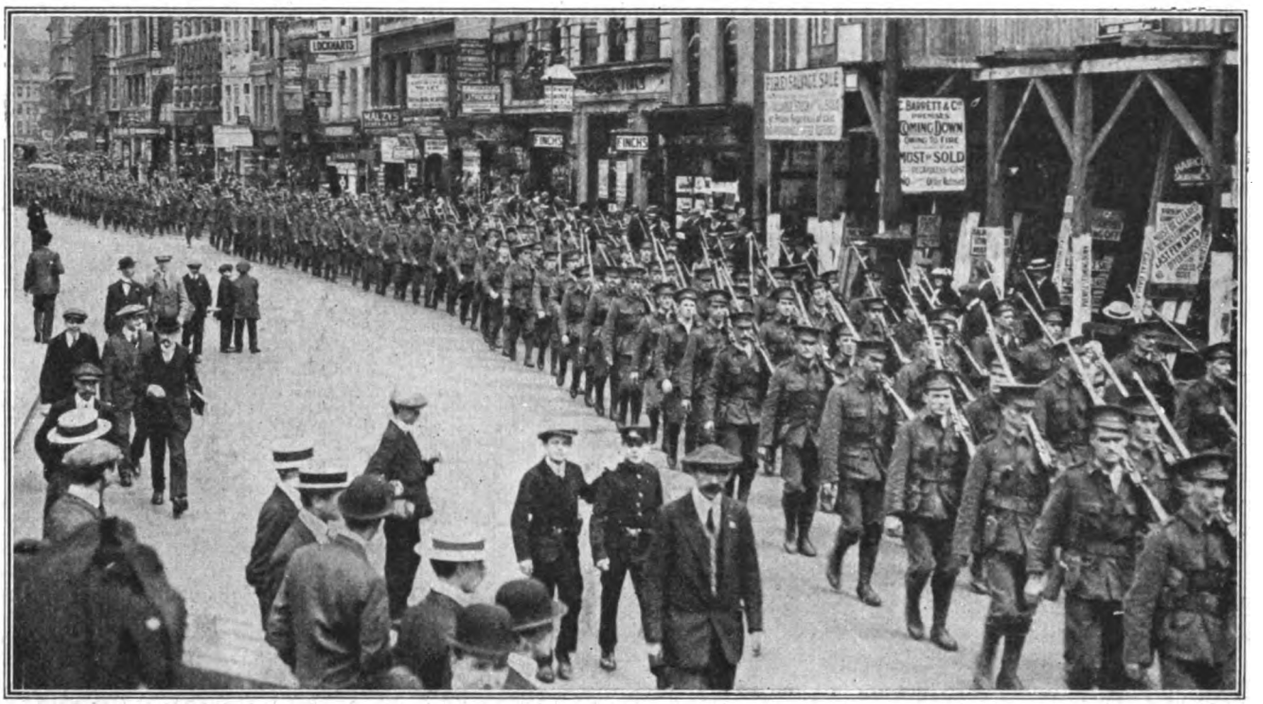
The first important measure of German naval expansion was an Act, dated April 10th, 1898, which provided for the construction and maintenance of a fleet of the following dimensions: 19 battleships, 4 armoured coast-defence ships, 12 large cruisers, and 30 small cruisers. The possession of such a fleet as this would have greatly strengthened Germany's position at sea, but could have been in no sense a menace to us; and the Act was therefore passed without attracting much attention in this country. Unfortunately, however, it did not remain for long the measure of Germany's naval ambitions. During the first days of the South African War the Kaiser made an extraordinary speech. "We are in bitter need of a strong German Navy," he said. "If the increases demanded during the first years of my reign had not been continuously refused, in spite of my continued entreaties and warnings, how differently should we now be able to further our flourishing commerce and our interests oversea!" The argument did not fail to take effect. On June 14th, 1900, the Reichstag adopted a

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new Navy Act, by which the fleet provided for two years before was almost doubled. It enacted that the German Fleet should consist of 38 battleships, 14 large cruisers, and 38 small cruisers, the last of these ships to be laid down in 1917 and completed in 1920.

The Navy Act, of course, did not make the Navy, but it gave a clear indication of the energy with which Germany was determined to push home her bid for naval power. A memorandum attached to the Navy Act of 1900 gave the principles upon which German naval development was to be governed. "To protect Germany's sea trade and colonies in existing circumstances there is only one means—Germany must have a battle fleet so strong that even for the strongest sea Power a war against it would involve such dangers as to imperil its position in the world. For this purpose," the memorandum went on, "it is not absolutely necessary that the German battle fleet should be as strong as that of the greatest naval Power; for such a Power will not, as a rule, be in a position to concentrate all its fighting forces against us. But even if it should succeed in meeting us with considerable superiority of strength, the defeat of a strong German fleet would so substantially weaken the enemy that, in spite of the victory he might have obtained, his own position in the world would no longer be secured by an adequate fleet." Since 1900 the German Navy Act has been three times amended and increased.

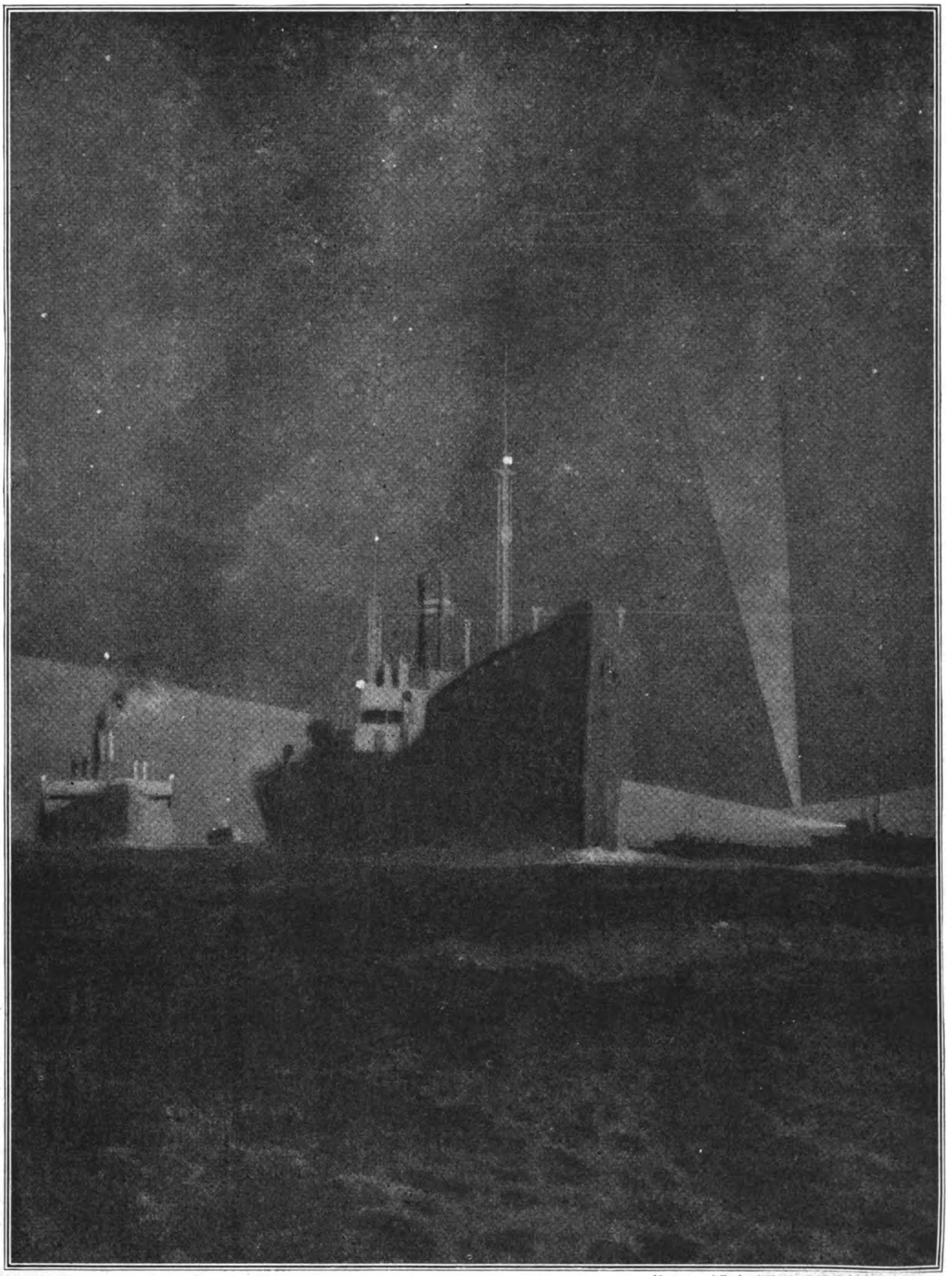
The rate of construction was accelerated in 1908, probably as the result of the influence of the Dreadnought,



WILL THEY RIVAL THE FAMOUS C.I.V.'S OF THE TIME OF THE BOER WAR?
The Citizen Army of Territorials marching along the Strand, London. Most of the men are eager to cross the Channel to get into the thick of the fight.

the epoch-making battleship laid down for the British Navy in October, 1905. This vessel differed so radically from all battleships of earlier design that, although the latter would naturally retain a proportion of their usefulness for some years to come, the rate of their decline into obsolescence was greatly quickened. Even more significant than the building of the Dreadnought, however, was the fact that at the end of 1905 there was a change of Government in this country, and Mr. Balfour was succeeded as Prime Minister by Sir Henry Campbell-Bannerman. There is not the slightest reason to think that the new Premier was not as keen a believer in the necessity for the maintenance of a supreme British Navy as any of his contemporaries, but it is quite as certain that he almost stood alone in his sincere and childlike belief in the innocence of German naval policy, and the desire of that nation to come to an amicable understanding with ourselves regarding the relative strengths of our fleets. The old Government, before going out of office, had prepared a "Statement of Admiralty Policy," in which it was declared that our position and the policy of foreign Powers necessitated the minimum output of four armoured ships of the largest type annually. The new Government, whose honesty in the matter has never been called into question, believed that such a programme might be regarded as provocative by foreign Powers, and especially by Germany,

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[Drawn specially for "The Great War" by Chas. Pears.

GUARDING THE NATION'S FOOD SHIPS.

Every night the Thames estuary bears the above striking appearance. The river is swept constantly with searchlights from British destroyers, and it would go hard with any enemy who attempted to interfere with our freedom of the port.

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so in their first year (1906-7) they laid down only three ships instead of four. The change had no effect upon Germany, who laid down the three ships for which provision had been made in the Navy Act and its amendments. In 1907 came the Second Peace Conference at the Hague, to which the British representative went with full authority to discuss an agreement for the reduction of armaments and the limitation of expenditure if other nations were that way disposed; and to add another proof of his unquestioned sincerity, Sir H. Campbell-Bannerman gave us a programme for that year of three battleships, but declared that the third would only be laid down in the event of no agreement being arrived at by the Conference. The great majority of people never expected that any agreement would be arrived at—and they were right. We had to build our third ship.



COLOURED TROOPS FOR THE ALLIES.
Algerian sharpshooters crossing France en route to the German frontier. They are keen fighters and, despite German allegations to the contrary, are far from "savage" in their methods.

But the British Government were not yet entirely convinced of the futility of their efforts, and they determined to show by actual, concrete example that they were prepared to go almost to any lengths to prove their sincerity in the cause they had at heart. During the first two years of their administration they had laid down only the same number of battleships as Germany—six; and in 1908 they took the grave risk of reducing our programme (already cut down from the declared necessary minimum of four) to two ships only. What was the result? It may have been only an unhappy concidence, reflecting no suggestion of malice upon the German Government, but in the year when our Dreadnought programme was reduced from three ships to two the German programme was advanced from three ships to four.



WHERE INNOCENCE IS BLISS.
German troops unloading baggage and ammunition. To the juvenile spectators war is merely an amusing entertainment.

After many years of fruitless effort, during which the Government had come near to placing our naval position in jeopardy, it was at last realised that Germany was determined to brook no outside interference in her naval policy. We had met her in conference; we had

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promised to reduce our building programmes if she would follow our example; we had even gone so far as to reduce our programmes twice in the hope that the example would be followed. With what result? Mr. Asquith told the House of Commons in March, 1909, that the British Government had frequently endeavoured to ascertain whether any proposal for a mutual reduction of armaments would be accepted by the German Government.

"But," he went on, "we have been assured more than once, and in the most formal manner, that their naval expenditure is governed solely by reference to their own needs, and that their programme does not depend upon ours. . . . . If that is so, it is perfectly clear that there is no room for a mutual arrangement for reduction. I regret it very much, but I do not complain. . . It is no business of ours to offer either criticism or advice, but to accept the facts as they state them, and we must adapt our programme to our national requirements."

After this, therefore, we reconciled





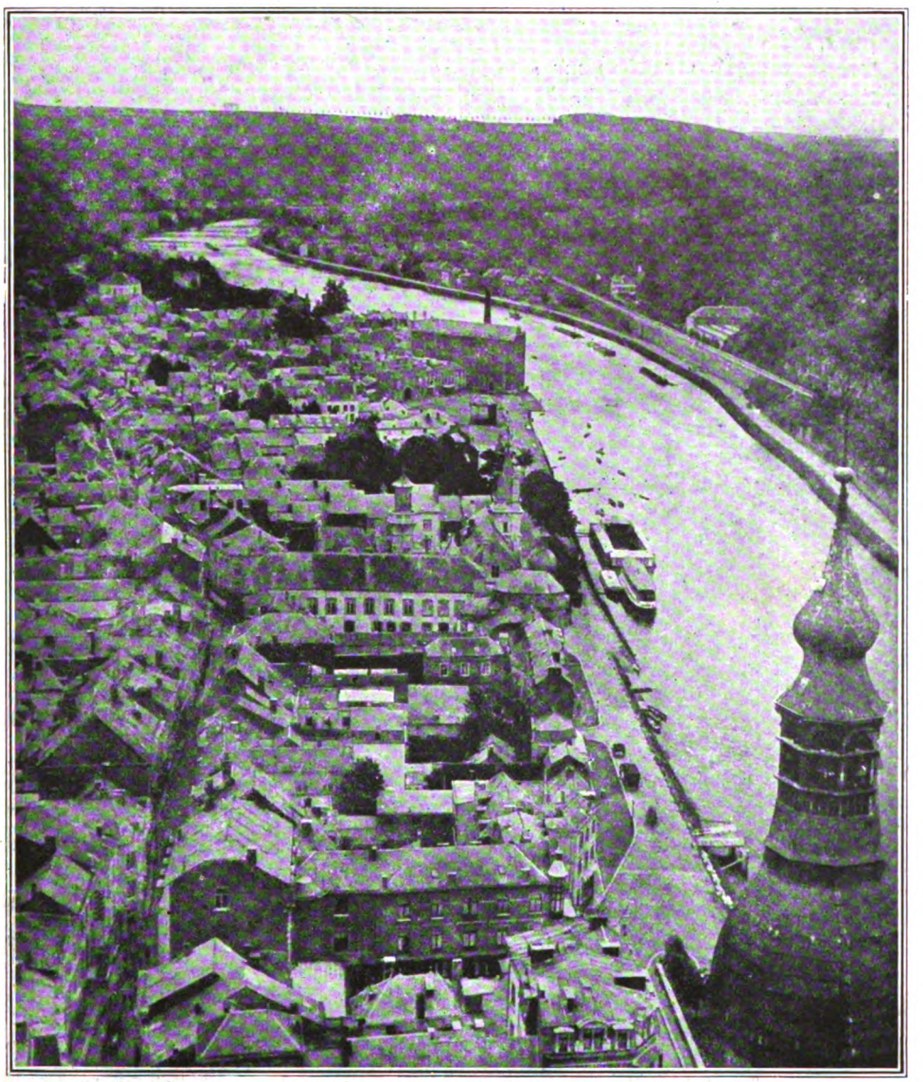
BELGIANS IN ARMOURED MOTOR-CARS, ONE OF WHICH CARRIES A MITRAILLEUSE GUN. THEY ARE POSTED ON ONE OF THE MAIN ROADS. INSET: A WOUNDED GERMAN IN A COTTAGE AT HAELEN.



BELGIAN TROOPS NEARING THE SCENE OF BATTLE. THEY PAY LITTLE ATTENTION TO SMARTNESS IN DRESS, BUT ARE NONE THE WORSE FOR THAT WHEN IT COMES TO FIGHTING.

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ourselves to the facts, and set about making up some of the leeway we had lost in a vain attempt to bring about a better state of affairs. In 1909–10 we laid down eight Dreadnoughts to Germany's four; but in the following year we came down to a proportion of only five to four, which was repeated in 1911–12. Early in 1912 yet another law was passed, increasing the German Navy by three battleships and two small cruisers. The additional shipbuilding thus provided for was not considerable; but far more remarkable were the provisions made for the increase in the instantly-ready striking strength of the German Navy.



WHERE SOME OF THE HOTTEST FIGHTING OCCURRED
Dinant, Belgium, as seen from the fort. Here the Germans suffered a heavy defeat. The river is the Meuse.

Before the new law the fleet authorised to be kept in full commission in the waters of Northern Europe consisted of 17 battleships, 4 battle cruisers, 12 small cruisers, and 66 destroyers. Under the new law the force was raised to 25 battleships, 8 battle cruisers, 18 small cruisers, and 99 destroyers. Quoting the words of Mr. Churchill, the effect of the amendment was to place nearly four-fifths of the entire German Navy in permanent full commission.

When Mr. Churchill told us that our Navy had to be ready at its "average moment" to meet an enemy at his "selected moment," he was simply hinting at the fundamentals of Germany's naval ambitions. At her "selected moment," Germany could have the whole of the High Sea Fleet ready; while we might have a fair proportion of our ships in dockyard hands, or in distant seas.

Unfortunately for Germany, although the moment for war was of her own choosing, it found the High Sea Fleet incomplete, and the British Navy absolutely ready. When Germany threw the glove in the face of England, the British Fleet was in such a condition of preparedness for war as it had probably never enjoyed.

CHAPTER VI.—GERMANY ON THE EVE OF WAR.

By An Eye-Witness.

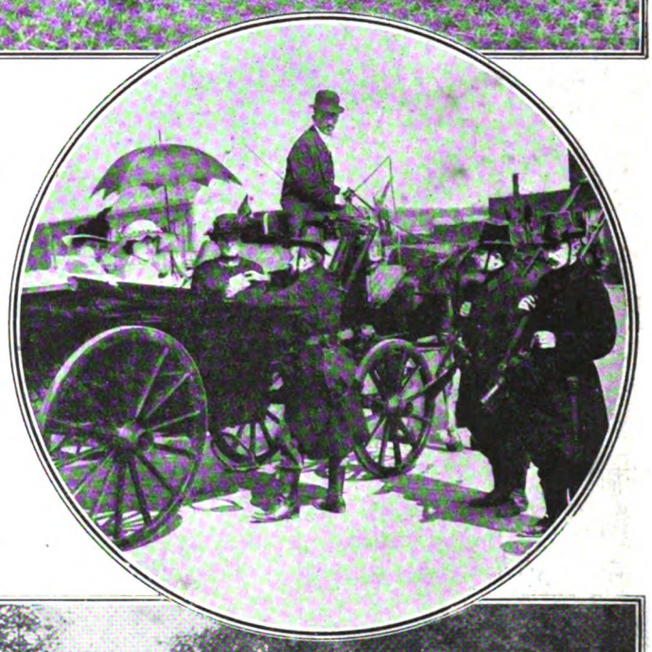
Beating the War Drums—Riots in Berlin—The Part the Crown Prince Played—Ambassadors Insulted—Run on Banks—Kaiser's Memorable Speech—Ultimatum to Russia—Militarism Let Loose—A Frantic Spy Hunt—Voting £265,000,000.

LONG before the shadow of war had fallen upon the German Empire, the leading German newspapers, including even the pacifist Press, set to work to arouse the "furor Teutonicus" on which Germany has always relied to tide the civil population over the food and money crisis which accompanied the early days of the war. Day after day the "Berliner Tageblatt" beat the war-drum, and declared that war with Russia would

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be almost a holy war. The result was that when Austria presented her ultimatum to Servia, and when, one day later, a flood of special editions of the "Tageblatt" and "Lokalanzeiger" poured over the German capital the news that Austria had pronounced the Servian reply to her ultimatum inadequate, Germans throughout the Empire were already prepared to burst into a wild war enthusiasm, an orgy of war-mafficking such as took by surprise many worthy folk who had talked for years of the civilisation of Germany and the effects of German education.





Throughout the night of Saturday, July 25th, huge crowds, led in some cases by amateur buglers, paraded the Linden, held open-air demonstrations outside the Reichstag and in front of the Austrian Embassy. Servian flags were burnt in the street, Servian residents mobbed and insulted, and several cafés, frequented chiefly by Russians, were partially demolished. Attempts to wreck the Servian Legation in Charlottenburg were frustrated



HOW THE WAR AFFECTS CIVIL LIFE.

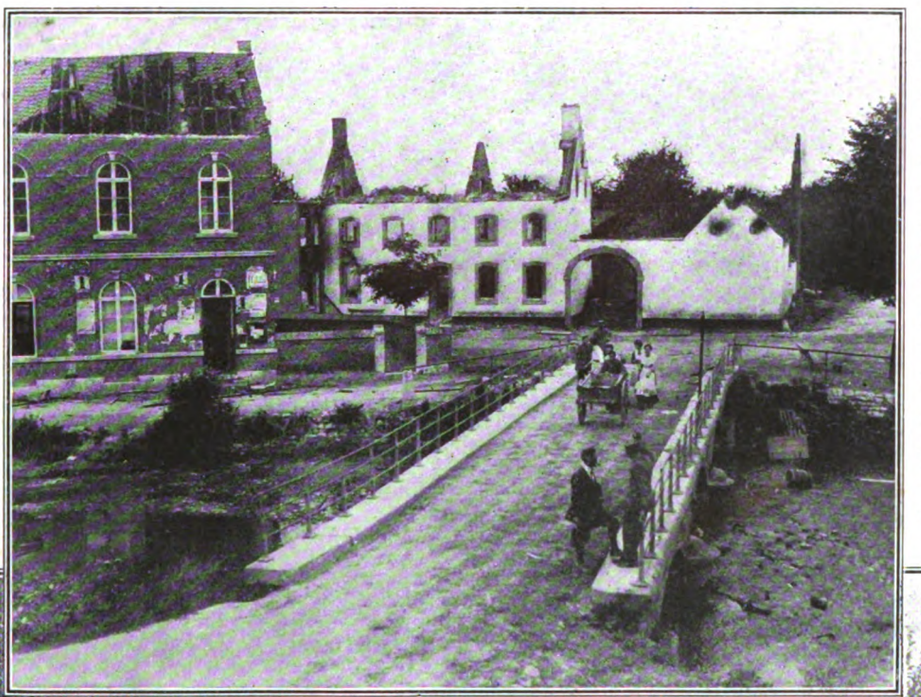
In the top photograph are shown peasants reaping, while in the same field Belgian soldiers are digging trenches. In the circle is shown a carriage stopped by Brussels Town Guards, who have required the ladies to produce their passports. The third picture is a snapshot of an ambulance cavalcade, composed of all sorts of tradesmen's carts. The leading van belonged to a firm of dyers before being commandeered by the Belgian Government.

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by large bodies of mounted police—who, however, displayed a gentleness in their treatment of the rioters which must have amazed those who believed that the police of Berlin were mainly intended to keep order.

The demonstration of Saturday was no mere exhibition of sympathy with Austria ; it was a violent outburst of that intense hatred of Russia which for years has been characteristic of Germany. The Press, which, under the guise of lofty sentiments, had stirred up the war fever, was obliged next day to issue a police warning that demonstrations would now be suppressed—not, indeed, because of any official objection to the war fever or its violent exhibition, but because some sixty thousand Socialists had been summoned by the party leaders to attend counter-demonstrations throughout Berlin and its neighbourhood.

Demonstrations against war were to be repressed with all the accustomed vigour of the armed police, and there was considerable fear that the zeal of the police president's army corps, when once released, might be cooled upon the persons of war demonstrators as well as of Socialists. Frankly, it must be admitted that the Socialists' demonstration was a failure. The war fever in Berlin had reached a temperature at which sanity and even, as was to be seen later, an official cold douche were equally

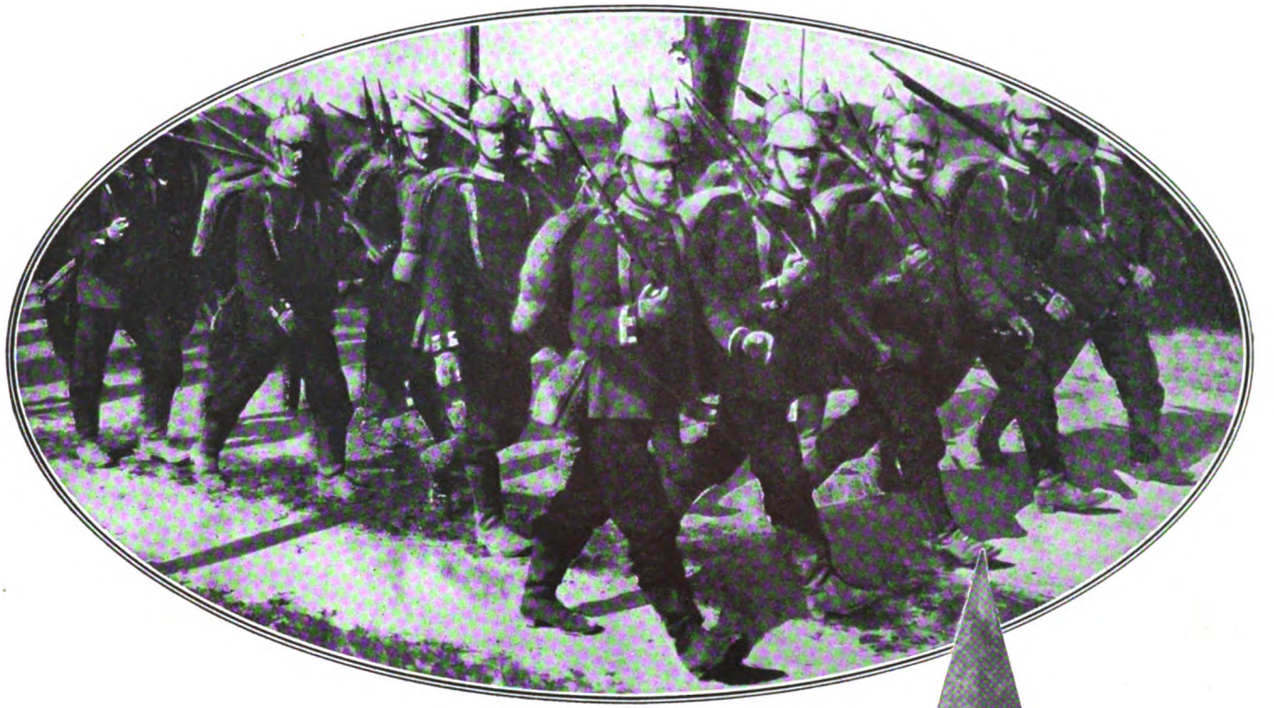




A FLIGHT FOR LIFE.

This extraordinary scene was the outcome of a swift and terrible German attack on Tirlemont. The town was shelled, and the inhabitants made such haste to get away that they left nearly all their belongings behind. The upper picture shows how the Germans treated the village of Mouland. The women were given half an hour in which to remove such of their belongings as had not been burnt, but the empty cart seems to suggest the burning had been thorough.

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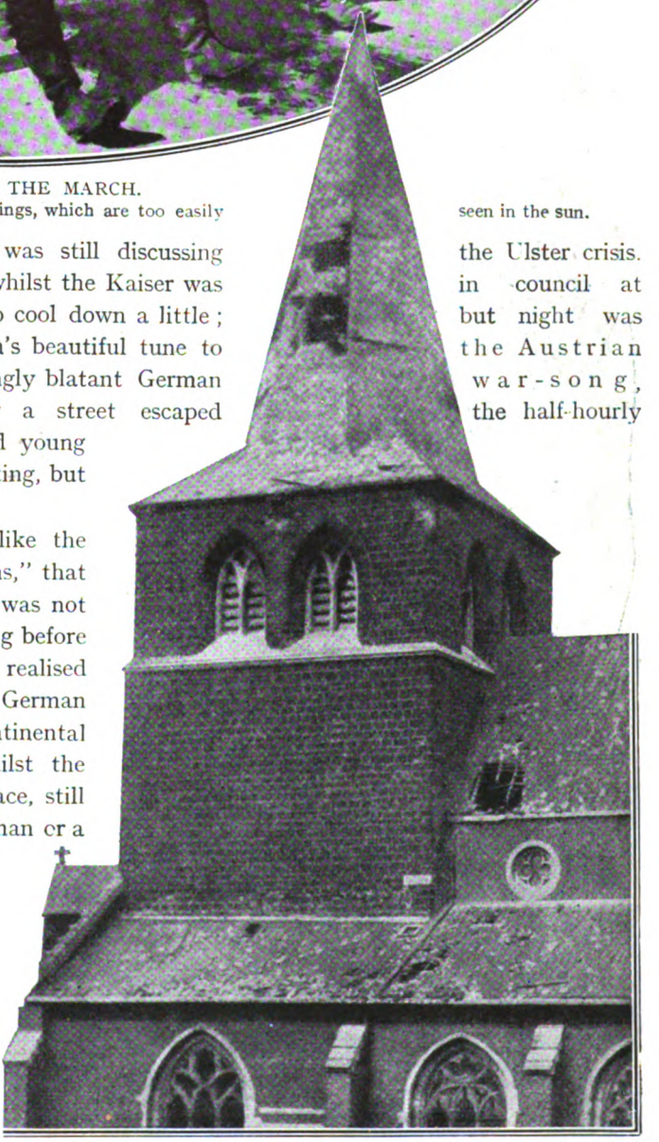
GERMANS ON THE MARCH.
The covers worn over their helmets are to hide the metal facings, which are too easily seen in the sun.

ineffective. Berlin was fighting mad whilst London was still discussing the Ulster crisis.

On Tuesday and Wednesday of the week of fate, whilst the Kaiser was in council at Potsdam, the war fever seemed to foreign observers to cool down a little; but night was made hideous with the incessant repetition of Haydn's beautiful tune to the Austrian National Anthem, to which is also set that astonishingly blatant German war-song, "Deutschland, Deutschland, ueber alles." Scarcely a street escaped the half-hourly visitations of bands made up largely of old men and young students—those, that is to say, who could do the shouting, but were in no danger of having to face cold steel.

It was an extraordinary exhibition, so utterly unlike the proverbial stern calm attributed to the "nation in arms," that one began to wonder whether this fevered excitement was not the product rather of alcohol than of enthusiasm. Long before the actual crisis had arisen, dispassionate observers realised that the part of the population reached by the popular German Press was just as hysterical as that of any other Continental capital. It must be remembered, however, that whilst the official and semi-official Press was still preaching peace, still declaring that Germany would not dream of moving a man or a gun so long as her own safety enabled her to withhold her hand, a number of people in Berlin, and in other great cities of Germany, were fully aware that the fighting flag had already been unfurled.

As early as July 6th and 7th—two or three days, that is to say, after the burial of the Archduke Franz Ferdinand at Artstetten — German officers attached to Colonial contingents, or on political service in Africa, had received a sudden notification that they might immediately take a holiday in Europe. The explanations given, as a South-West African official himself informed the writer, were of



THE CHURCH OF HAELEN.
Spire, tower, and roof were badly damaged by German guns.

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the flimsiest. At Swakopmund, the extraordinary excuse was offered that the officials were overworked; that it had been a hot season; that there was a heavy period of civil organisation coming; that, in short, all officers of the active or reserve forces could leave immediately in order to catch a steamer which would take them home.

Telegrams notifying their return were received by their families, and many of their relatives, comparing notes with Colonial friends on leave in Germany, shook their heads and refused from that hour to believe the talk of peace.

In other cases reserve officers at home received hints—unofficially, it is true, but nevertheless from people most unlikely to be ill-informed—that they would do well to spend their holidays within the German frontiers. In short, for many reasons, a considerable proportion of the population of Berlin which was in touch with Army circles had made up its mind that the great fight was coming a full fortnight before the mobilisation orders were issued.

To some extent, also, the feeling of an impending crisis was accentuated by the Crown Prince's violent commentaries on bellicose books and pamphlets. Anglophobe and Russophobe writers received messages of high approval from the prince, who was certainly amongst those who neither expected nor desired anything save a violent outcome of the Servian crisis. It is not, therefore, surprising that the mob, unchecked by those who were supposed to maintain order in Berlin, spurred on by newspapers professing all manner of righteousness, and led—as the writer himself saw — in many cases by uniformed officials, broke out into an orgy of violent excitement such as has rarely or never before disgraced a civilised city.



"STAND BACK!"
John Bull helps little Belgium to bar the progress of the German invader.

The insults heaped upon the French, Russian, and English Ambassadors were the direct outcome of a State-aided, police-encouraged lawlessness. Independent and unprejudiced

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witnesses asserted, for instance, that when ladies from the Russian Embassy left to take their train to the frontier, the mob began throwing stones at them and shouting the filthiest words at the women, whilst the police maintained for a long time an attitude of strictly passive disapproval. The whole fury of the populace was directed in the early days against Russia; the attack on the British Embassy was the result largely of bitter popular disappointment, consequent upon the steady flow of misleading information supplied throughout the crisis by the German authorities.

It is significant that the same angry crowd which several times attempted to mob the Russian Embassy divided their cheers almost impartially on more than one occasion between Austrian and British Embassies; whilst the French Embassy, in its exposed position on the Linden, was left almost entirely unnoticed.





[Alfieri.

BELGIANS BURN THEIR OWN HOUSES.

In order to clear the ground in front of the fortifications near Antwerp, the Belgians had to raze many of their houses to the ground. The top photograph shows a soldier throwing paraffin over a cottage. In the oval picture a bucket of paraffin is being handed up for the destruction of the interior. The bottom picture shows the work almost completed.

If the purpose of the Government in assisting the Press to arouse the "furor Teutonicus" was to carry the public over the first days of panic, some such assistance was certainly badly needed. For many years the German financial authorities had organised down to the last pfennig the financial measures which would be necessary on the outbreak of a great European war.

They had calculated what the "panic demand for gold" would be, and taken their measures to meet it. It appears, however, that they had not calculated upon the sudden disappearance of small change, and the hoarding of silver, and even nickel, by shopkeepers. The writer took the trouble on Wednesday, July 29th, to experiment in various parts of Berlin with a series of banknotes of the value of ten shillings each. There was, of course, no difficulty

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in changing them in banks and railway stations; but small shopkeepers, bakers, dairymen, petty grocers and little tradesmen invariably gave the reply that they had no small change; in many cases they even refused half-sovereigns in gold, and some of them readily admitted that they were hoarding small change.

Of the few people outside the small special circle who knew definitely from the outset what was the character of the Austrian demands upon Servia, there was one man who had received some time before the middle of July an intimation that a collision between Germany and Russia might be expected. That man was Director Guttmann, of the Dresdner Bank. At a time when the German Foreign Office was assuring all and sundry that Germany was quite unacquainted with the character of the Austrian demands, the Crown Prince had already warned his friend, Director Guttmann, that the optimism displayed by the Berlin Stock Exchange was unwarranted, and might prove disastrous.



The Crown Prince himself is believed to have sent a warning to friends not to believe semi-official statements published by the "Frankfurter Zeitung" from Vienna, to the effect that the Austrian note to Servia would not take the form of an ultimatum. As a result of this warning, the Bourse to some extent discounted the crisis when it came, but the crash followed inevitably when the exchanges of Vienna, Budapest and elsewhere began to throw large masses of industrial securities on the German market.





THE DOGS OF WAR.

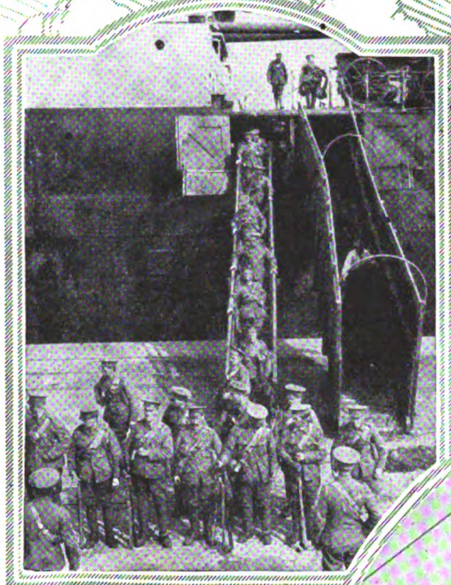
Our canine friends are playing a big part in the war. Motor-cyclist scouts use them to carry messages, and for seeking out the wounded they also prove useful. They even draw quick-firing guns.

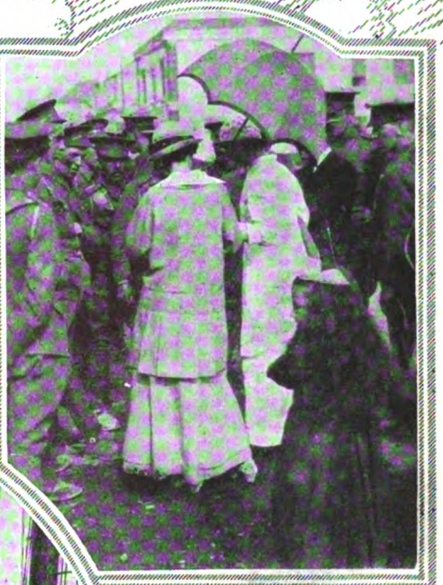
A run on small savings banks by country depositors began as early as Saturday, July 25th, and the writer saw a letter written on that day by a farmer near Thorn, on the Russian frontier, in which he declared that it was even then impossible to obtain gold for large notes except at an absurd discount. This was doubtless due to the action of speculators who attempted to renew the coup brought off in 1911, when German £5 notes were bought for gold in the country districts at 10 to 20 per cent. discount.

On Tuesday, July 28th, there were large withdrawals of gold by German depositors; the great German banks warned managers of their branch establishments to pay gold reluctantly; in Charlottenburg and elsewhere in Western Berlin the banks refused to pay more than 10 per cent. of any call in gold, and then not more than £50 to any one person. The Imperial Bank lost two millions in withdrawals between Thursday, July 23rd, and Monday the 27th, while Monday and Tuesday saw an enormous rush on all municipal savings banks.

Long lines of women, chiefly domestic servants and factory hands, formed queues outside the main offices of the municipal savings bank. Throughout Tuesday the banks paid demands in full, but on Wednesday morning

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A STRIKING ACHIEVEMENT.

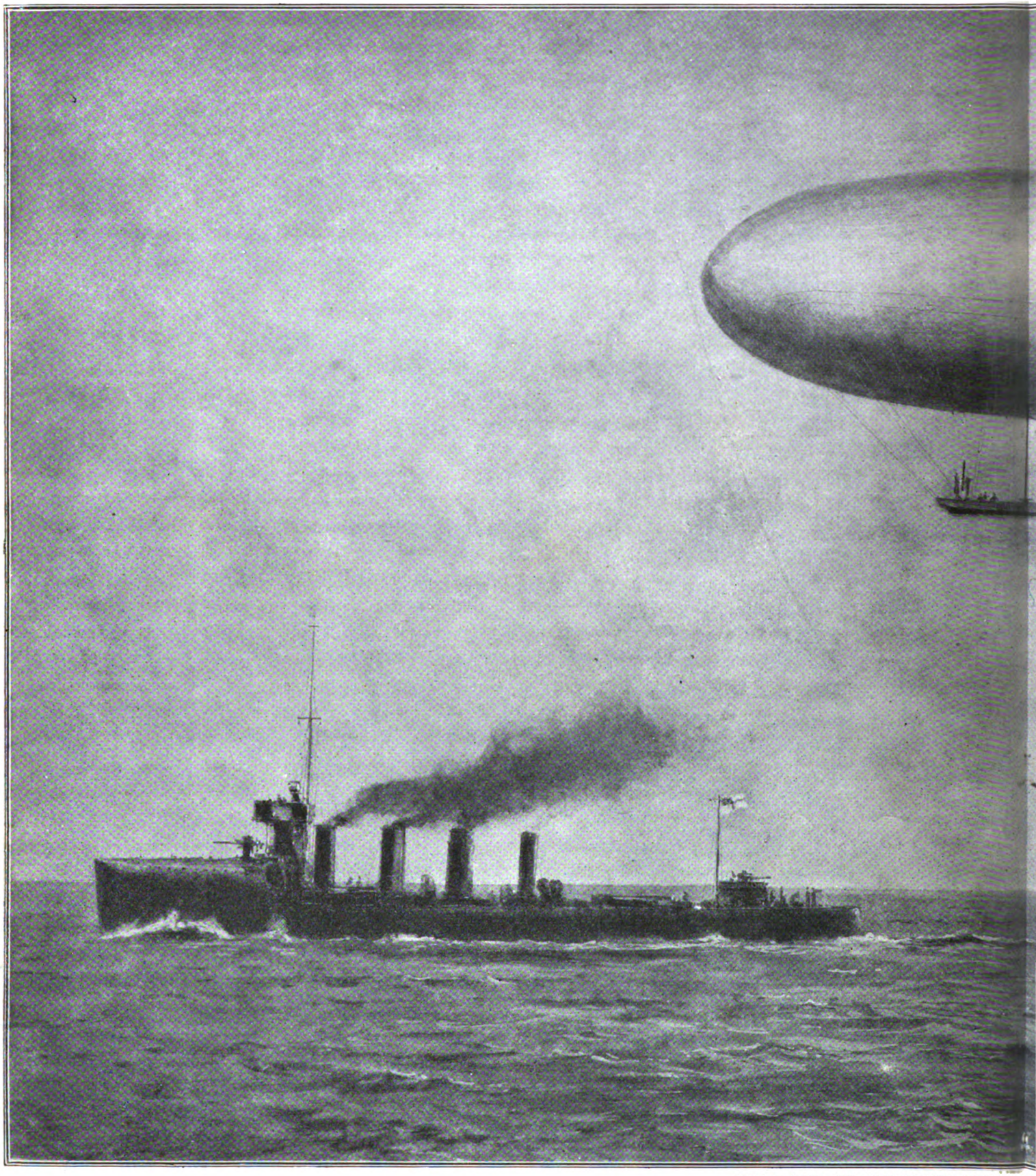
With astounding secrecy a large British army was transported across the English Channel in the middle of August, 1914. The public knew nothing of it till it was officially announced that the force had been landed in France "without a single casualty." When it is remembered what has to be carried with an army—guns, horses, pontoons, etc.—it will be realised how remarkable was the feat.

The two top photographs show our men leaving the ship and being welcomed by French ladies. At the bottom (left hand) is a group of French and British soldiers fraternising, while on the right are our men preparing to take away the pontoons. The centre picture shows how horses are landed.





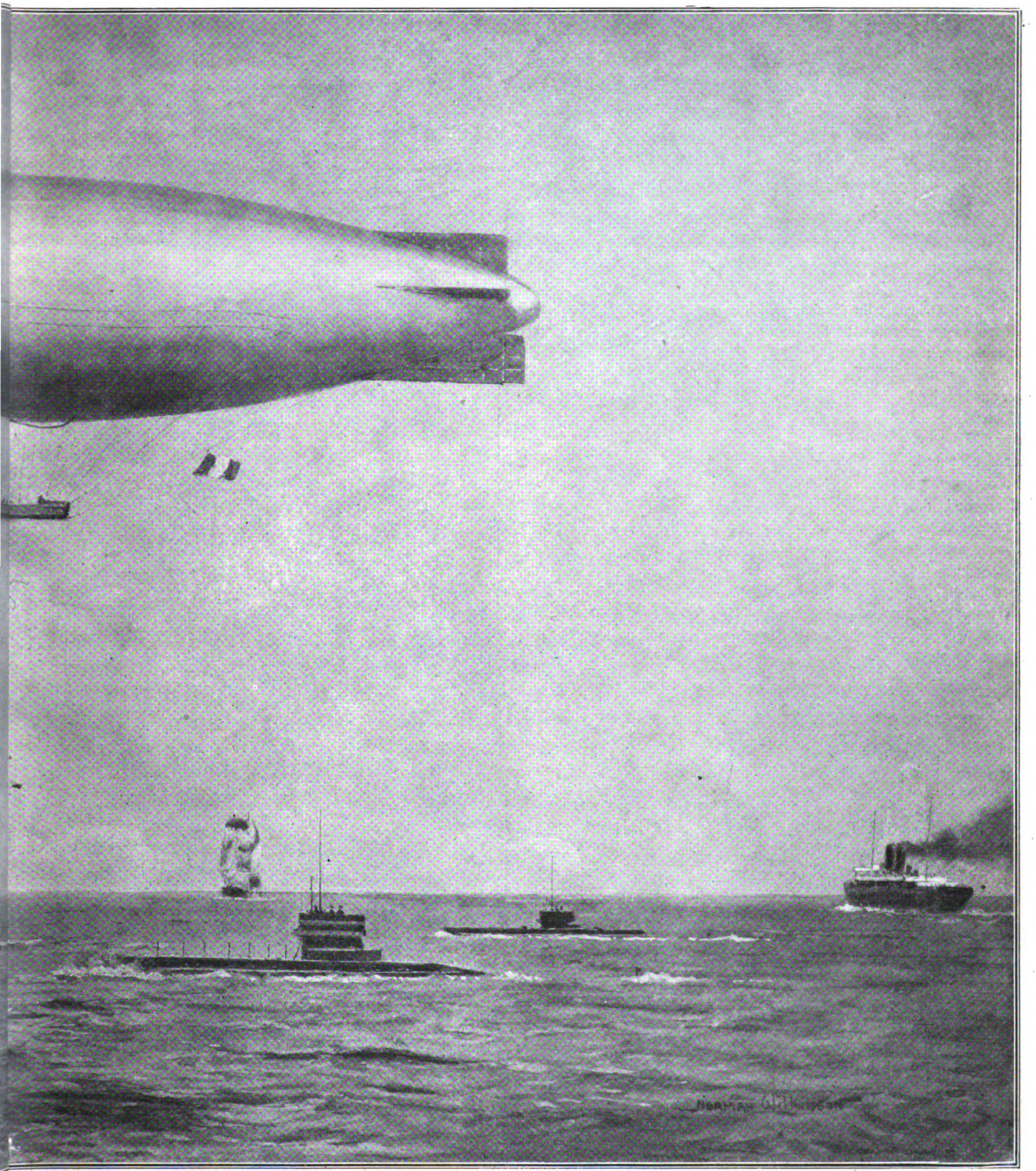
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HOW OUR TRANSPORTS WERE S

A French airship passing over a British destroyer and two submarines. From the dirigible, submerged German sub

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SECURED FROM MOLESTATION.
ubmarines would be easily discernible. With this protection the British transports were safe from molestation.

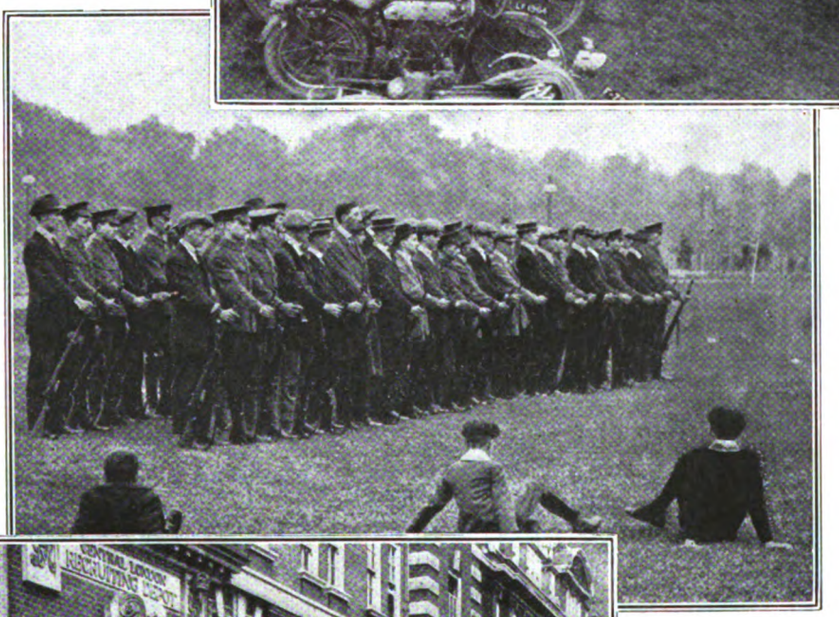
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they put into force the clause allowing them to demand a month's notice before withdrawals, and on Thursday morning the offices were guarded by police armed with sabres and revolvers.

An attempt was made to continue dealing in some securities on the Bourse on a cash basis, but business was practically at a standstill three days before war was declared.

The fall in the value of securities on the Berlin Exchange, which was calculated between Tuesday and Wednesday at over one hundred millions, brought instant ruin to scores of people who a few days before had accounted themselves wealthy men. One of the best-known bankers in Thuringia, August Saal, shot himself in his bank at Weimar on Wednesday night, leaving a note to state that he was faced by utter ruin. In Potsdam, Eugen Bieber, a well-known private banker, killed his wife and then took cyanide of potassium on Thursday morning. He left a statement to the effect that he had lost £13,000 in two days, and that the rest of his fortune was about to vanish.







THE WONDERFUL ENTHUSIASM OF BRITAIN'S YOUNG MEN.
These three photographs tell a stirring tale. Hundreds of motor-cyclists mustered on Wimbledon Common, London, to offer their services to the Government. The Central London Recruiting Depot (bottom picture) was besieged by men eager to join the Army. The middle photograph shows recruits drilling in Hyde Park.

A great Hanoverian bank, the Norddeutsche Handelsbank, with head offices at Geestemünde, closed on Wednesday night, July 29th, bringing ruin to hundreds of commercial and agricultural depositors.

Paper money was now being refused throughout the provinces, and the early trains on Thursday brought a number of people from the country to Berlin in search of gold. By Thursday evening several private banks in Berlin had in turn suspended payment.

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Simultaneously with this terrible crisis in the money market, there was a rush to obtain stores of provisions, with the result that prices advanced by 25 and 50 per cent. At Saarbrück, in the western war area, and at other places on the eastern and western frontiers, extraordinary scenes took place outside the shops of provision dealers. In several towns rioting broke out, the mob literally storming the stalls of flour merchants and dealers in tinned foods. Many tradesmen closed their doors, on the ground that their stock was exhausted, but before police protection could be obtained, the doors were burst in and the crowd seized what it could, throwing paper money on to the counter for payment, demanding no change, and only anxious to obtain a stock of provisions at any price.



IN THE FIRST LINE OF DEFENCE.
Prince Albert, who has gone to his post in H.M.S. Collingwood.

Berlin was probably the last city to be affected by the food panic. Prices had advanced considerably on Thursday, July 30th, but the rush took place chiefly in Charlottenburg, for a reason which may be here explained.

Through Charlottenburg passes the great avenue, Kaiserdamm and Bismarck - Strasse, which forms the continuation of the military road from the camp at Döberitz. Along this road residents in Charlottenburg were accustomed to watch the passage of troops in the early morning; both on Wednesday and Thursday they had noticed that while apparently not more troops than usual were entering the city, all that came wore the new green-grey field uniform, and there was an unusual proportion of artillery.



A GOOD EXAMPLE.
H.R.H. The Prince of Wales sets a good example. He long ago learned how to handle a rifle, and, when war broke out, promptly joined the Grenadiers and went on active service.



OUR POPULAR PRINCE
is followed by a cheering crowd as he leaves Buckingham Palace for a walk.

Such news spreads quickly, and when it became known that a number of small tradesmen and professional men, who were also officers of the reserve, had closed their places of business without notice, the panic became widespread.

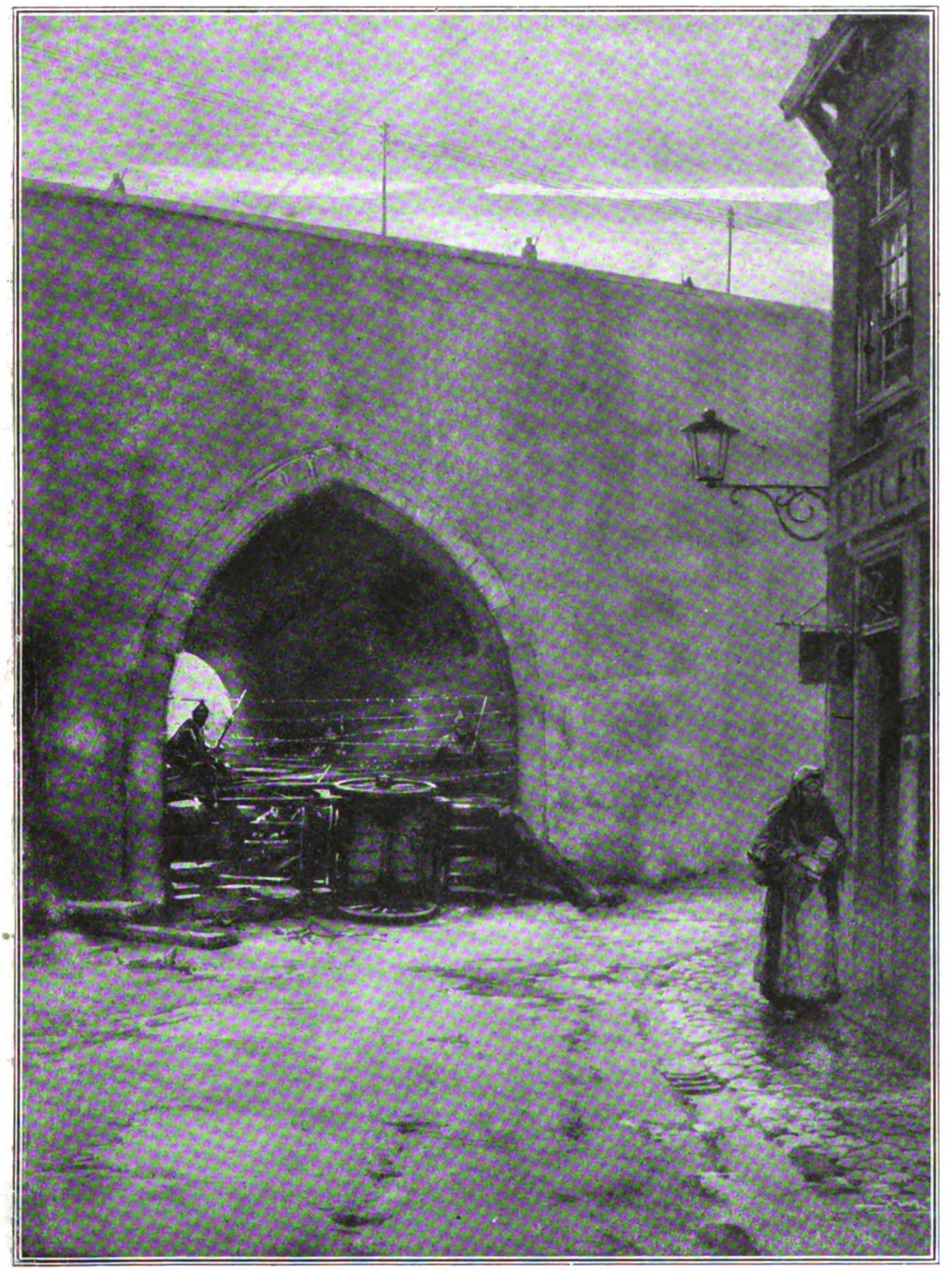
Before Thursday night the police had already summarily closed a number of small stores which were charging large prices for provisions of various kinds, and on Friday morning it was impossible to get paper money taken at any except big stores and establishments. The writer even failed to persuade a baker to take a 20-mark note (£1) in payment of a household bill for July.

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In the meantime the Kaiser was preparing to stage as near a repetition as might be of the historic events preceding the victories of 1870. He had broken off his summer cruise only when Austria, in accordance unquestionably with the arrangements agreed upon with Germany, had rejected Servia's concessions. He arrived at Kiel on Monday morning, July 27th, and here the authorities permitted, if they did not actually encourage, a demonstration on the quays and jetties of the War Harbour.

Many people expected him to return immediately to Berlin, and big crowds surrounded the palace all day, but the Kaiser was faithful to the 1870 precedent. His special train, greeted all along the line by thousands, circled Berlin, and arrived soon after midday at the Royal Station of Wildpark, outside Potsdam. The Kaiserin had returned early in the day from her summer palace at Wilhelmshöhe, near Cassel, the scene of the famous "reconciliation" between the Kaiser and King Edward in 1907.

To keep up the fiction that Germany was not prepared for the war, and that nobody was more surprised than the Kaiser, a statement was issued from Potsdam to the effect that practically the whole of the palace staff—housekeepers, servants, cooks, lackeys, and scullions—had to be recalled by telegram late on Sunday night from their summer holidays as far north as Copenhagen, and south from the Austrian Tyrol. The gravity of the hour was reflected by the little group of people who met the Kaiser on his arrival at Wildpark.



"NO ROAD THIS WAY!"
How the Germans barricaded a railway arch near Liege. Note the sentries on guard above.

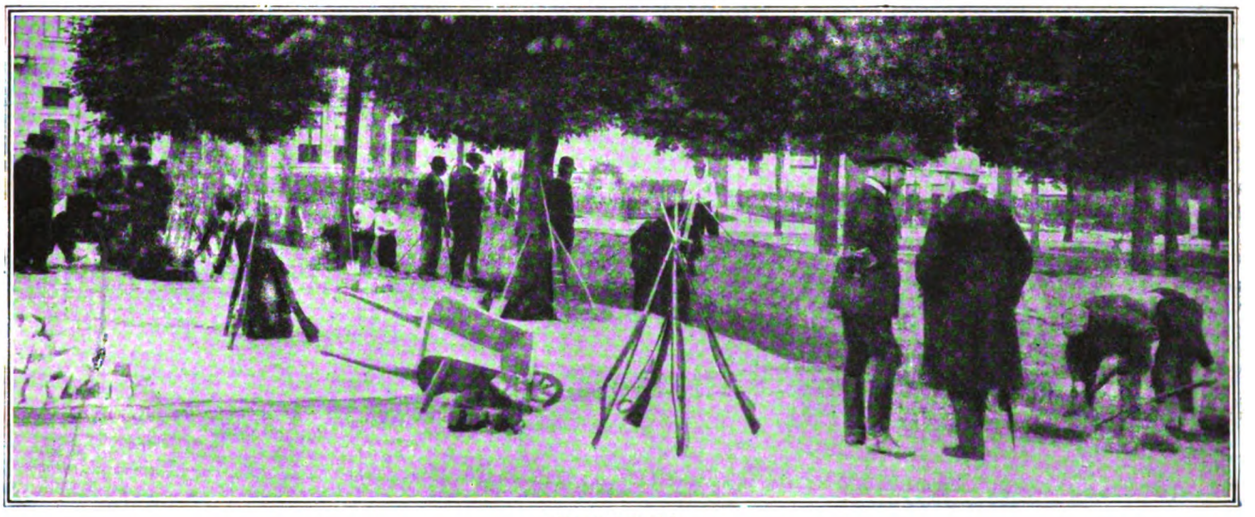
Brown from his cruise, but with hollow eyes, and with a frown furrowing his forehead, the Kaiser stepped from his saloon. He handed the Kaiserin a bouquet of flowers, then turned at once to the Chancellor and Foreign Secretary. For nearly half an hour he talked to the two men, on whom nominally at least still rested the fate

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RUSSIA.

THE TSAR REVIEWS HIS TROOPS IN ST. PETERSBURG BEFORE DEPARTURE FOR THE WAR.



BELGIUM.

THE CIVIC GUARDS OF BRUSSELS THROW UP TRENCHES IN THE OUTSKIRTS OF THE CITY.



BRITAIN.

SWANSEA WOMEN WHOSE HUSBANDS AND SONS ARE ON ACTIVE SERVICE WAITING TO REGISTER FOR ARMY PAY.

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THE BRITISH EXPEDITIONARY FORCE IN BOULOGNE.

of Europe. Gradually, as he talked, the frown relaxed; then he turned to the naval and military officers, the heads of his War Cabinets, the representatives of the Admiralty and the General Staff, and the generals of his own headquarters staff, who stood in a group waiting with such patience as they could command, until the political conversations were at an end.

It was a scene significant of the events which were to follow. There were scarcely more than three hundred people outside the station when the Royal car whirled the War Lord to the New Palace, which he was only to leave again clothed in the grey-green uniform in which he later travelled to the front.

Throughout Tuesday and Wednesday, whilst the panic following the war fever swept through the country and affected his capital, the Kaiser remained in council at Potsdam. A curious incident of these days was the smuggling into Berlin of the Crown Prince by a little local station—it was feared that a colossal demonstration on the arrival of the "Black Prince" might evoke from him some untimely explosion such as would unmask the German intentions.

Accordingly the prince travelled from Zoppot before daybreak to the outer platform at Charlottenburg. Here a closed car awaited him and took him to Potsdam, where he had a long conference with the Kaiser. On Wednesday the Kaiser held a conference which began at 5.30 p.m., and lasted until the early hours of Thursday morning. Apparently there were actually two conferences, in one of which the Kaiser received the plans for the immediate



COLOURS FOR IRISH NATIONALIST VOLUNTEERS.

Mr. John Redmond, M.P., having declared that Irish Volunteers, both Nationalist and Ulster, could be relied upon to defend Ireland against any invader, presents colours to the Maryborough Corps of Nationalists.

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future arranged by Admiral von Tirpitz and the chief of the Admiralty staff; the other, according to information obtained later, appears to have been a final discussion with the Chancellor and the Foreign Secretary, and will no doubt have been mainly concerned with the carefully made plans for maintaining the appearance of pacific intentions to the last moment.

The White Book, published by the German Foreign Office on the following Tuesday, August 4th, gave details of the communications which at this time were passing between the Kaiser and Tsar. There must apparently have been a contest of opinion at this historic conference of Wednesday, July 29th, for while a number of communiqués issued from Potsdam during the evening referred to the pacific character of Russian assurances, the "Lokalanzeiger" was empowered, clearly by the military authorities, to declare that these assurances were in grave contrast to Russian military preparations.



GERMANS UNDER ARREST AT SWANSEA DOCKS.



AN UNEXPECTED SEASIDE ATTRACTION.
Recruits drilling on the sands in South Wales.



GENTLEMEN RANKERS.
The London Artists Corps drilling in a churchyard.

It was believed in Berlin that the General Staff had demanded and all but secured the Kaiser's signature to the order for mobilisation soon after midnight on Wednesday, July 29th, and colour is lent to this view by an extraordinary incident on Thursday afternoon. Shortly after two the "Lokalanzeiger" scattered broadcast over the city special editions, distributed gratis, announcing that a general mobilisation had been declared.

Long before that announcement could be contradicted, the news had spread like wild-fire through the city. It had even been telegraphed by the Russian Ambassador to St. Petersburg, and in all quarters, officers and

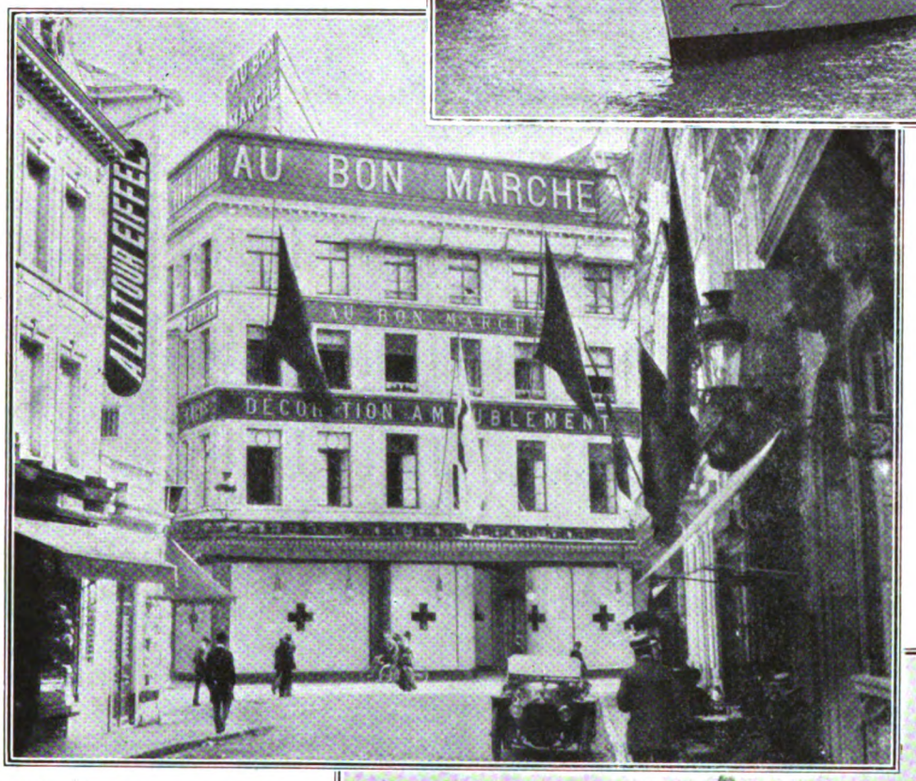
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men were hurrying to their appointed quarters. The explanation given by the "Lokalanzeiger" was so absurd that it may be worth while to quote it.

The paper asserted that a junior member of the staff, left in charge whilst the managing editor, news editor, and others were at luncheon, had heard a rumour that mobilisation was ordered, and big with a sense of his own importance had hurriedly sent out the special edition ready prepared. It is more probable that the unfortunate junior member of the staff had actually nothing whatever



PRIVATE SELF-SACRIFICE.
Lord Tredegar's yacht Liberty, lent for use as a hospital ship.



NEW USE FOR A BIG SHOP.
A famous trading establishment in Brussels which became a hospital during the earliest days of the war.

to do with the blunder, and that the "rumour" took the form of a telephone message to the chief editor from the General Staff, which was openly discontented at the necessity imposed upon it of calling in the reserves without the official proclamation of mobilisation.

Thus Thursday passed in anxiety, uncertainty and panic. On Friday morning people were beginning to believe that Russia had once more "climbed down." Even officers stoutly maintained up to noon that there would be no war, and a number of English people who had arranged to leave Berlin by the Flushing and Hook of Holland trains at one o'clock went so far as



THE RED CROSS OVER A ROYAL PALACE.
King Albert set a good example by handing over his Brussels palace for the benefit of the wounded.

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to cancel their plans. Those who were better informed or better advised had good reason to congratulate themselves.

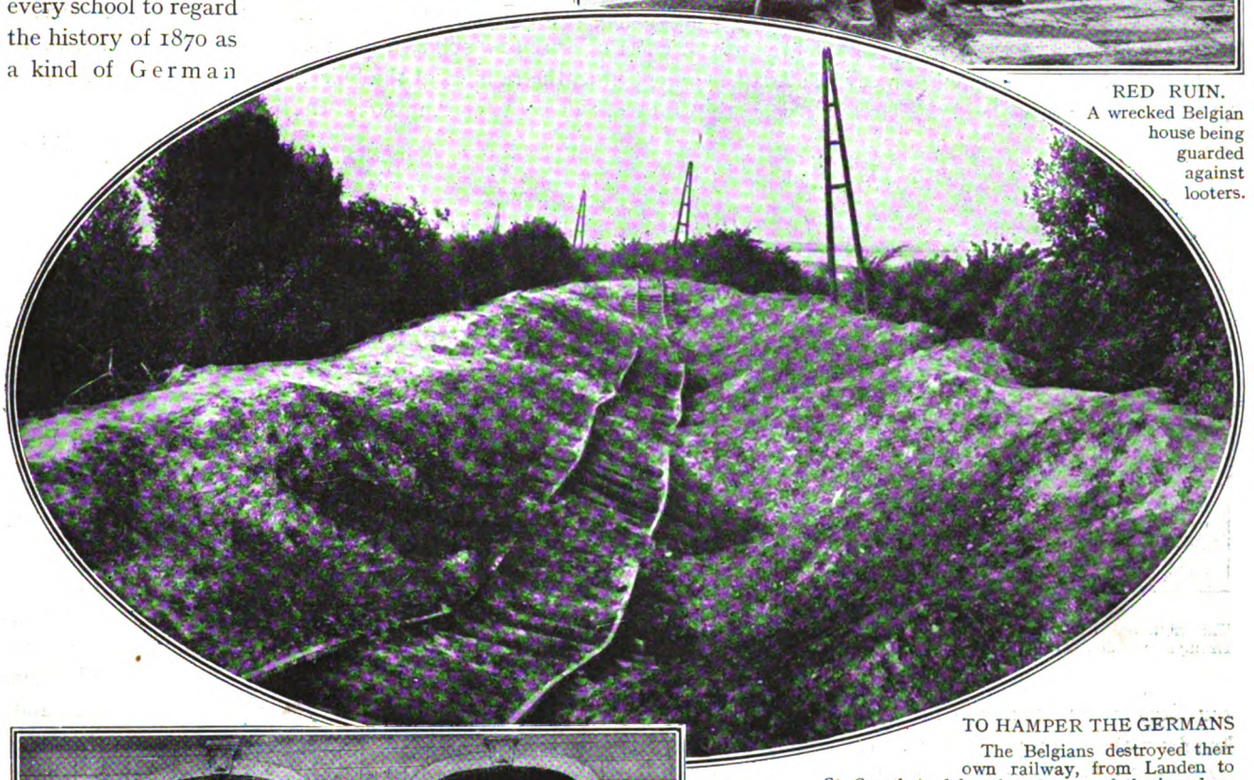
Ten minutes after the train had left the station a bugle was sounded somewhere along the military road, and before two a storm of special papers burst over the city, containing the news in curt official language that the Kaiser, in conformity with paragraph 68 of the Imperial Constitution, had decreed a state of war throughout all Germany except Bavaria, and that his Majesty would return at once to Berlin. "As in 1870."

If the population in Berlin, long taught in every school to regard the history of 1870 as a kind of German gospel, had failed hitherto to trace in the Emperor's conduct of affairs his faithful adherence to the great precedent, it made no such mistake now. Throwing all business to the winds, the population flocked to the city, and tightly packed crowds, such as Berlin had never seen before, thronged every available inch of room from the Brandenburg Gate to the Royal palace.

The sound of the well-known bugle on the Royal car awoke a tornado of cheers, which swept from the entry of the city through the park to the palace. Again and again the Royal car was held up by the crowd, pressing round to cheer. By three o'clock the Kaiser had



RED RUIN.
A wrecked Belgian house being guarded against looters.



TO HAMPER THE GERMANS
The Belgians destroyed their own railway, from Landen to St. Croud, to delay the advance of the invaders.



THE EFFECT OF A GERMAN SHELL ON A HOUSE IN HAELEN, BELGIUM.

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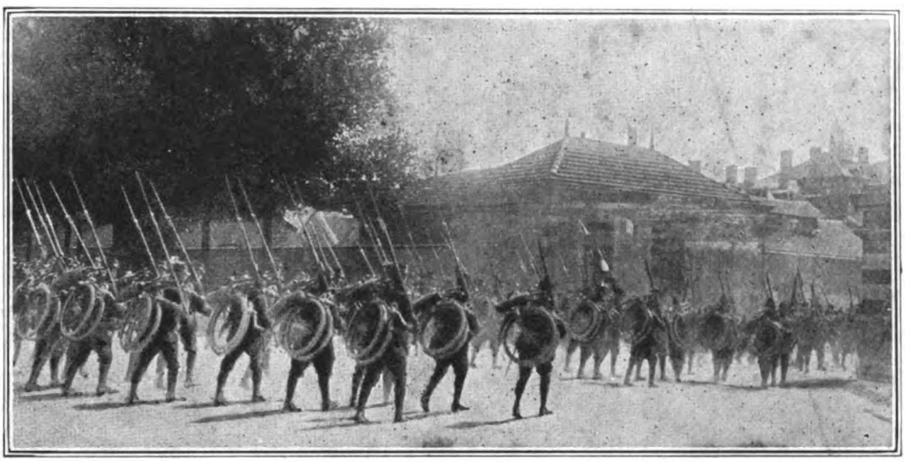
entered his palace, and for the first time since he left Berlin to welcome the British Squadron at Kiel, the Imperial Standard floated again over the ancient roof.

It had been expected that the proclamation of the state of war would be followed immediately by the order for general mobilisation, but the Kaiser and his advisers proposed to play a crafty game to the end.

By 4.30 p.m. the civil government of Germany had disappeared. All public offices, banks, stations, and the palaces of the princes were doubly and trebly guarded by sentries with fixed bayonets. The police, now appearing everywhere with revolvers worn outside their coats, interfered right and left to close shops offending against the orders controlling the price of provisions, and commanding the acceptance of paper money, which had been issued by the general commanding in the Mark (or district) of Brandenburg

Berlin as a self-governing community had disappeared from the map; she was now no more than a portion of the "Mark Command." From this moment, every German who had attended a government school knew what was expected of him. The order of events was laid down in advance, and some 6,000 Berliners, fully aware of the next stage in the great drama, flocked to the palace, there to await the speech that was coming. About a quarter past six the Kaiser, with all his family, appeared on the great bronze balcony, from which forty-four years previously his grandfather had addressed the tiny population of Berlin on the outbreak of the war with France.

It was some minutes before the wild storm of cheering could be sufficiently quelled to enable the Kaiser to be heard. Finally his naval son, Prince Adalbert, stepped to the railings of the balcony and held up both hands. Then there was a sudden hush, and in a voice that rang out over the enormous crowd the Kaiser said:



A VALUABLE ARM OF THE FRENCH FORCE.
The mounted infantry, when awheel, can move quickly on the roads, and are also well able to get through wooded or otherwise difficult country by folding up their machines and carrying them on their backs.

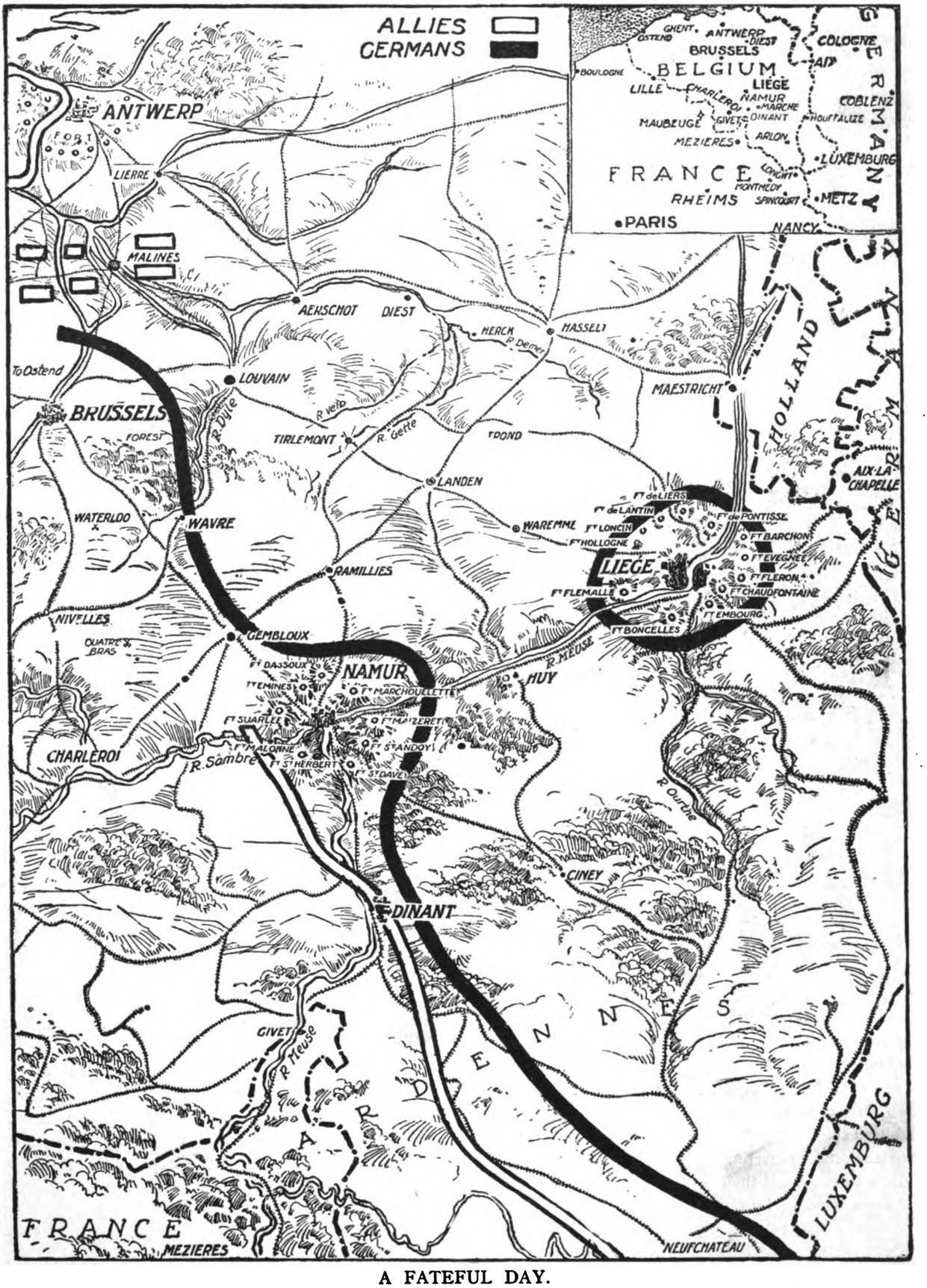
"This is a dark day and a dark hour. The crisis which is forced upon us is of no diplomat's making, but the result of an envy which for years has pursued Germany. The sword is being forced into my hand. If, at this last hour, the efforts I am making fail to bring our opponents to their senses, I trust that, with God's help, we shall so wield the sword that when all is over we may sheathe it again with honour. This war will demand of us enormous sacrifice in life and money, but we shall show our foes what it means to provoke Germany. And now I commend you all to God. Go to church and, kneeling there, pray Heaven to help our gallant army."

Gradually the crowd began to disperse from the palace, and about an hour later there issued from the postern gate facing the Spree a motor closed and with the blinds drawn. It hurried by side streets through the town to the park, and then turning up through the famous Avenue of Victory crossed to the quiet Bellevue Palace, the favourite Berlin residence of the Kaiserin. In the car were Prince Oscar, the Kaiser's fourth soldier-son, and his fiancée, Countess Anna Bassewitz. Almost unnoticed by the immense crowds the Royal family gathered in a quiet room overlooking the English garden at the side of the palace, and here took place the first of those "war-nuptials" which were the most prominent feature of the churches of Berlin throughout Saturday.

The twenty-four hours which followed will never be forgotten by those who spent them in the Kaiser's capital. All night long crowds, no longer jubilant but silent, and exceedingly anxious, waited in suspense outside the public offices and the Royal palace. At any hour the order for mobilisation might be expected, but as hour by hour passed, and still the fateful announcement did not appear, a curious sense of disappointment came over the city. At midnight it was known that Germany had presented to Russia an ultimatum which it was supposed must expire in the early hours of Saturday.

On Saturday morning it was learned that the ultimatum expired at eleven o'clock, Berlin time, and now once more a crowd, no longer cheering but with blanched faces and eyes heavy and drawn from the all-night watch, began to gather round the palace. A tremor ran through the whole city; the atmosphere was no longer charged with war fever or excitement. There was an ultimatum, everybody knew, to France as well as to Russia, and so

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A FATEFUL DAY.

This map shows, roughly, how the German and Allied Armies were placed the day before Namur so unexpectedly fell. The nearest point of the French frontier is one day's march south of Namur.

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far as the waiting crowds spoke at all, they only asked, hoping against hope, " What will England do ? " At two o'clock, when the suspense had already grown intolerable a rumour spread, I know not whence, that Russia had asked for a twelve hours' delay.

It was reported and apparently believed even by the political censor that the Kaiser's messages to the Tsar had failed to reach him ; people reminded one another that earlier in the week there had been a report of a special emissary (some said the Duke of Hesse, others one of the princes) to St. Petersburg. It was thought that this message had at least reached the Tsar, and that he had now seen the German offer which the Russian war party had suppressed. Slowly the day drew to its close. At 5.30, when the tension had grown intolerable, the writer with some English colleagues was driving through the town from the telegraph office, now guarded by reservists.

We passed the Chancellor's palace in the Wilhelmstrasse as the clock struck the half-hour, and on the stroke the Chancellor came through the little garden in front of the palace, holding in his left hand three or four lines of print on a large sheet of white paper. Accompanied by the Foreign Secretary, Herr Von Jagow, and one of the under-secretaries, they entered a private car, which dashed off towards the palace. Passing by side streets the car reached the side entrance of the palace, which was immediately besieged by a huge crowd, gathering like a locust-swarm from all quarters.



"COMMUNICATION IS CUT OFF——."
This announcement became common very early in the war. The above photograph vividly explains why messages cease to come through. This tangle of cut wires is near Namur, Belgium.

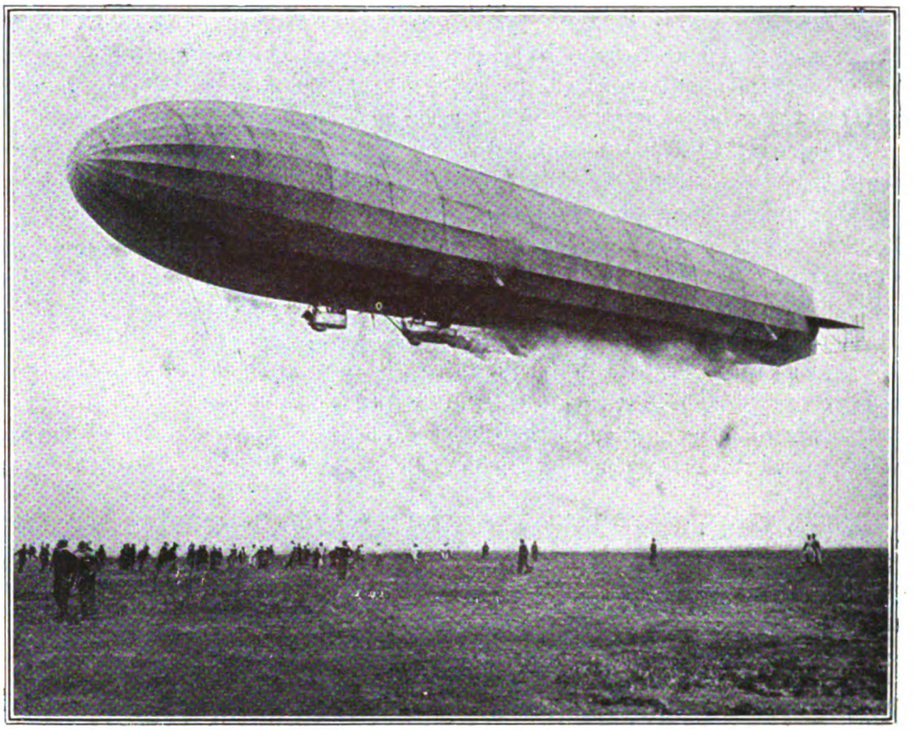
A palace official told us that an announcement, if there were one, would be made in the great square between the palace and the cathedral ; thither accordingly we drove, and as we made our way to the edge of the packed mass of people, crammed all the way from the cathedral steps down the Linden to the Brandenburg Gate, the great bells of the cathedral began to toll for the war service. So it was in 1870.

Minute after minute went by and still there was no sign from the palace ; here and there a little group of students would try to lead the National Anthem, or a patriotic song, but always the song died in silence. Is it peace or war ? That huge crowd had no eyes save for the bronze balcony, no ears save for the word that would end the suspense. Six o'clock passed and the bells ceased, and still there was no movement from the doors whence the Kaiser must issue to go to the war service in the cathedral. A rumour ran through the crowd that the service had been countermanded. Women, their eyes red with weeping, besought policemen to say that it was true. Now even the students were silent, and a great hush came upon all the people. Far off on the steps of the National Gallery I even heard the cry of a woman fainting in the heat, and then suddenly out on the outskirts of the crowd, in the narrow lane by the Crown Prince's palace, I saw a newsboy wave a white sheet.

A roar like the roar of a wave rumbling through a cavern broke the silence. Like a field of corn swayed by the wind the packed crowd swayed towards the outskirts, and in an instant it seemed the snowstorm of papers swept across it. In big black letters on white sheets stood the fatal words : " The Emperor has ordered a general mobilisation of all the armed forces of the Empire." The die was cast.

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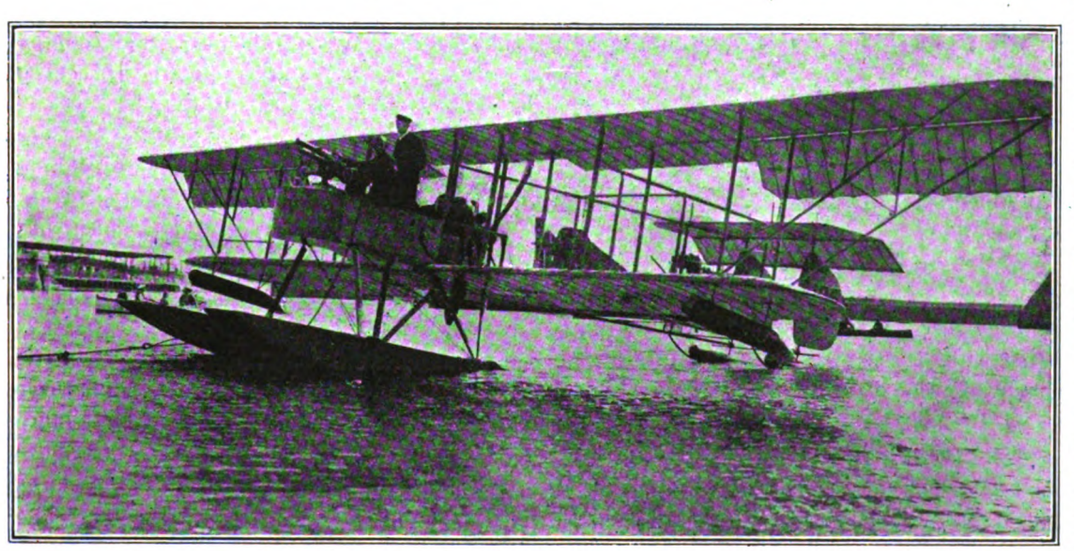
If the original outbreak of war frenzy a week before had been striking, the sudden quiet which came over Berlin for twenty-four hours after the issue of the mobilisation order was no less remarkable. It was sufficiently comprehensible, however, simply because the city now had time to think. It is true that on Sunday and Monday gold and silver change appeared to have vanished from circulation, and it is true also that there was no cessation of the extraordinary spy-hunting mania, whereof some account follows below, but on the whole Germany seemed on the first day of mobilisation to have recovered its wits.



WAR IN THE AIR.
A naval Zeppelin. In this class of aircraft Germany easily holds the lead.

The Kaiser, still playing the 1870 drama, caused it to be announced that patriotic demonstrations in front of the palace could no longer be permitted as he urgently required complete rest. A cordon of military and police was accordingly drawn all round the palace, the public being completely excluded from the precincts. This, too, was in accordance with 1870 precedent. The most striking incident of the Sunday was the great open-air service on the Königsplatz. Round the Bismarck statue thirty thousand men and women, reservists and their kinfolk, assembled, as it were on the battlefield. At half-past eleven high above the immense crowd appeared the black cassock and white bands of the preacher, whilst behind him the sun shone in noontide blaze on the gilded roof of the Reichstag buildings. A military band led the chorale, "Let us now pray unto the God of Justice."

Thereafter one of the Court chaplains, Dr. Döhring, delivered a stirring address on a text taken from the Revelation of St. John, chap. ii. verse 10: "Be thou faithful unto death, and I will give thee a crown of life." Then followed the moment of intensest pathos in this historic week. Lifting his hand where he stood on the dais at the foot of the statue of the Iron Chancellor, Dr. Döhring began to recite the Lord's Prayer, and sentence by sentence that



H.M. SEAPLANE 126.
This machine, which carries a quick-firing gun, and is much more mobile than an airship, is one of many of the kind keeping watch on the East Coast.

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huge congregation repeated the prayer after him. Women burst into tears, and strong men hid their faces; then once more the military band gave the signal, and from thirteen thousand voices rose the famous chorale, the Niederlaendische Dankgebet, the hymn which a hundred years before had proclaimed to the world the end of Napoleon's reign of terror on the battlefield of Waterloo.

In silence, as befitted this wonderful service, the congregation broke up and streamed east and west, north and south, back to their homes. They were compelled to go for the most part on foot, because trams, underground railways, motor-'buses, and taxi-cabs were overcrowded by reservists hurrying to their appointed quarters.

It was curious to note that whereas all through the week theatres, cafés, and dancing-halls had been almost empty, now, when the tension was over, all places of amusement appeared to fill again. The "city that knows no night" went about its customary Sunday pleasures as though the imperial commander had issued the order "Carry on."

Passing the principal cafés of the Friedrichstrasse at about two o'clock on Sunday morning I found them as full as at any time in the height of Berlin's most fashionable season. The bands were playing ragtime music, and people were dancing as though the whole terrible week of panic had been but a nightmare, an evil dream from which the city had awakened. If in the hour of fate "Business as usual" was the motto of London, "Pleasure as usual" was assuredly the motto of Berlin.



WIRING A MINE.
British sailors putting the finishing touches to a mine just before submerging.

Elsewhere very different scenes were being enacted. Immediately after the proclamation of a state of siege on Friday the leading newspapers had published, doubtless on the suggestion of the military authorities, the craziest incitements to violence against foreigners It was the duty of all good citizens, the papers declared, not only to keep their eyes open for people who might be supposed to have evil intentions against railway bridges, stations, post offices, and the like, but instantly to unmask the spies and hand them over for summary justice to the military authorities.

The result was a craze for spy-hunting which would almost have been humorous had its results not been so infamous. At the corner of the Brandenburg Gate a German officer who rashly appeared in a worn uniform instead of the new field-grey was surrounded by a mob, which tore the coat from his shoulders, battered him, and then handed him over to the police. When he had established his identity he was calmly informed that it was better the people should make a few mistakes than that one spy should escape detection.

At no time within the last ten years, at any rate, had Prussian officialdom, particularly such part of it as could claim any kind of military or police authority, been distinguished by its moderation. When civil government was suspended, the military bloodhounds that had so long strained against the leash were let loose indeed. In some instances, reported to the writer not by foreigners, but by German friends, ladies who came into collision with Prussian officers on the side-walks or in the crowd received swinging buffets from their country's uniformed defenders; old men who failed to get out of the way of these heroes sufficiently quickly were knocked down, whilst every petty official felt himself at last master of all civilians in Berlin, and made no effort to disguise his contempt for everyone out of uniform.

The extraordinary spy-mania which ran through the country on the heels of the crazy newspaper proclamation

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Presented with "THE GREAT WAR." Bassano

Field Marshal Earl Kitchener.
Secretary of State for War.

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Poor country-folk in the neighbourhood of Brussels fleeing from their burning villages along the high road to the capital. Inset: Kaiser with busby of the "Death's Head" Dragoons.

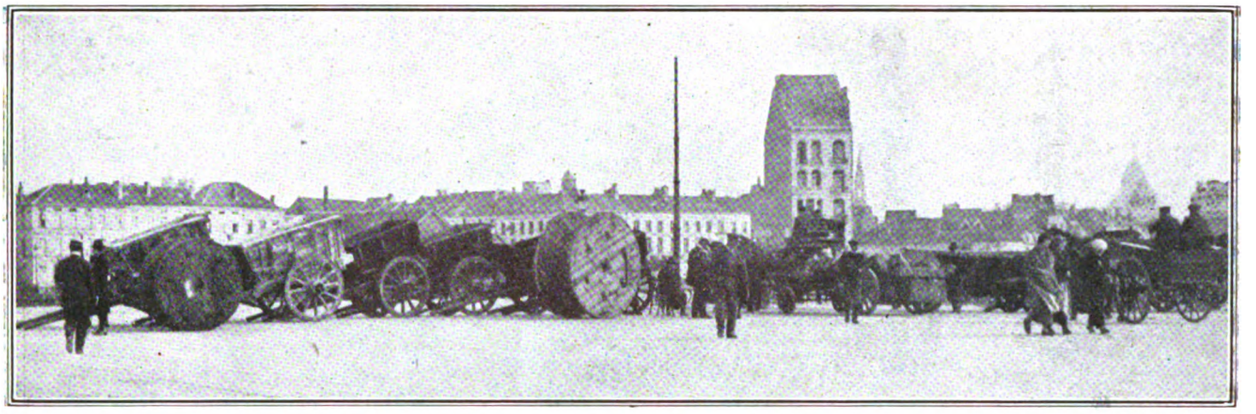


THE GHASTLY SYMBOL OF A CHRISTIAN EMPEROR AND SOME EXAMPLES OF HIS HANDIWORK.

The happy, prosperous village of Mouland, in Belgium, after the German barbarians had done with it.

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THE UNAVAILING BARRICADES OF BELGIUM'S CAPITAL.
Owing to the prudent decision of the Belgian Government not to defend the city against the invaders, the numerous hastily thrown-up barricades had all to be removed before the Germans entered Brussels on August 20th, 1914.

referred to before, produced probably its mildest effect in Berlin. Many hours before there was even talk of war with England, American newspaper correspondents on their way to Russia were held up at small German stations, thrown into prison-cells with common criminals, and kept there for days, despite the protests of the American Embassy.

The energies of the population, no longer occupied in cheering the Kaiser, or trying to kiss the hands of generals leaving the public offices, were diverted to the game of spy-hunting. The entire country completely lost its head, and the possession of a well-cut coat, a well-filled pocket-book, and particularly of a motor-car, was sufficient to ensure for almost any foreigner prompt arrest and usually maltreatment.

The duplicity of the Kaiser

The spy-hunt will remain one of the blackest chapters in the history of the German Empire, and it should not be forgotten that it began and was officially advocated at a time when the Kaiser was still talking of eleventh-hour efforts for peace. So far as the food panic was concerned, it appeared to have considerably decreased as soon as the civil government was replaced by military control. Maximum prices were established on Friday, and people were reminded of a fact that they had apparently overlooked—namely, that all the great cities had taken measures as early as Wednesday to secure large reserves of flour.

At the time of the outbreak of war Berlin had within its boundaries a sufficient supply of rye and wheat meal to carry the civil population over a period of about fourteen days. In addition, arrangements had been made for bringing supplies to the city by canal, as it was recognised that the transportation of foodstuffs over the railways would be impossible, at any rate for several weeks. Acting on the advice of Professor Ballod, some cities —including, it was understood, Dresden, Leipzig, and Frankfurt—had already stored a large reserve of flour and foodstuffs.

The most immediate need, before war had actually broken out, was rather for means of transportation than



WAR-WEARY BELGIANS RESTING BY THEIR GUNS AT NAMUR BEFORE THE FINAL BOMBARDMENT.

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A BITTER DAY FOR BRUSSELS



Silent crowd of Belgians watching the march of the conquerors through their undefended capital. Inset: The Palace of Justice at Brussels.

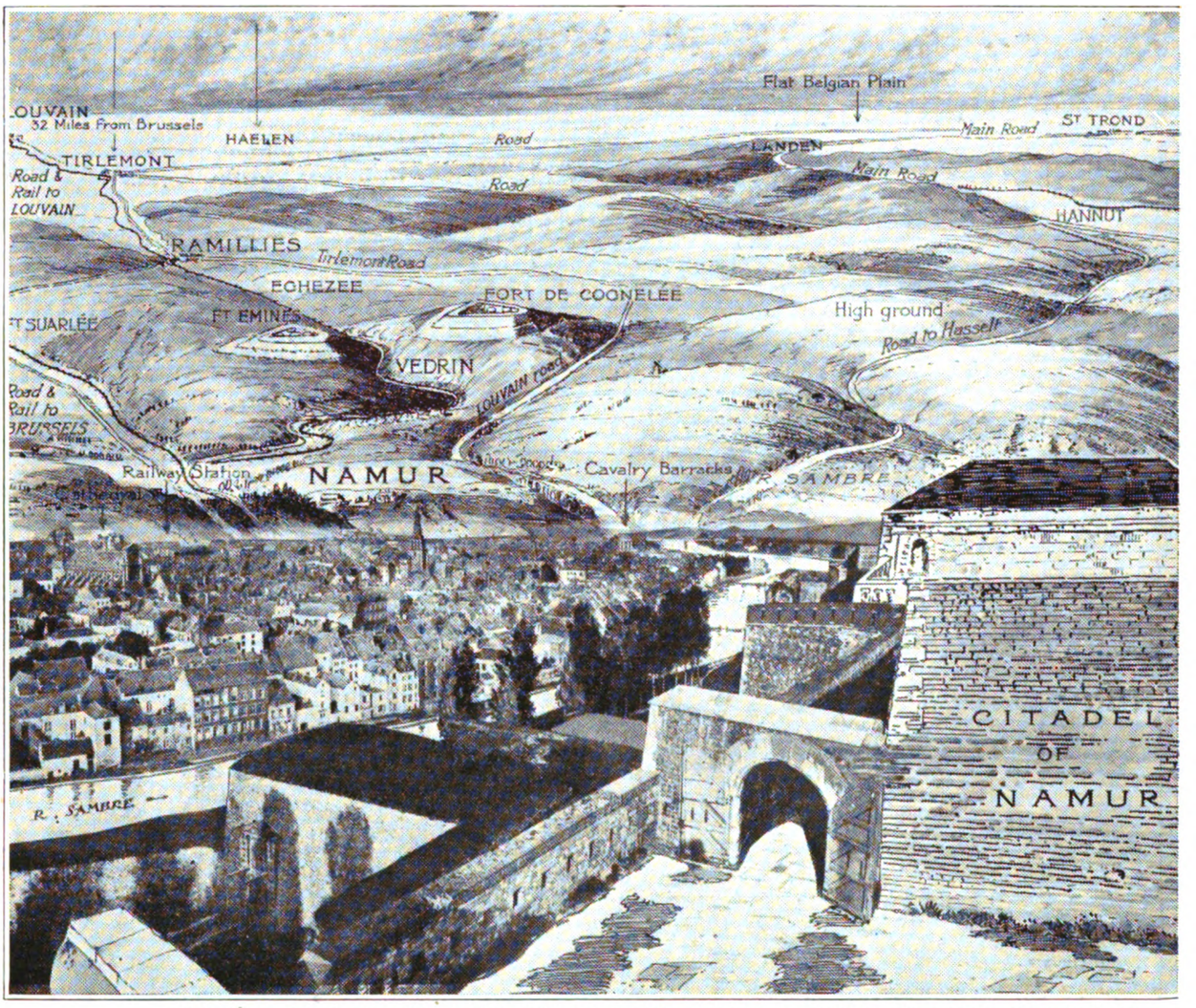


The rumbling ammunition waggons in the spectacular procession of the Teutonic War Lord passing down the Boulevard Botanique.



Flaunting the Kaiser's strength of arms before the humbled subjects of King Albert.

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BIRD'S-EYE VIEW OF THE LAND BETWEEN THE FORTIFIED TOWNS OF LIEGE AND NAMUR—When Vise had been sacked and burnt and Liege taken, the Belgians hotly contested the advance of the enemy at Tongres, Hasselt, St. Trond, Landen, Haelen, Diest, and Tirlemont.

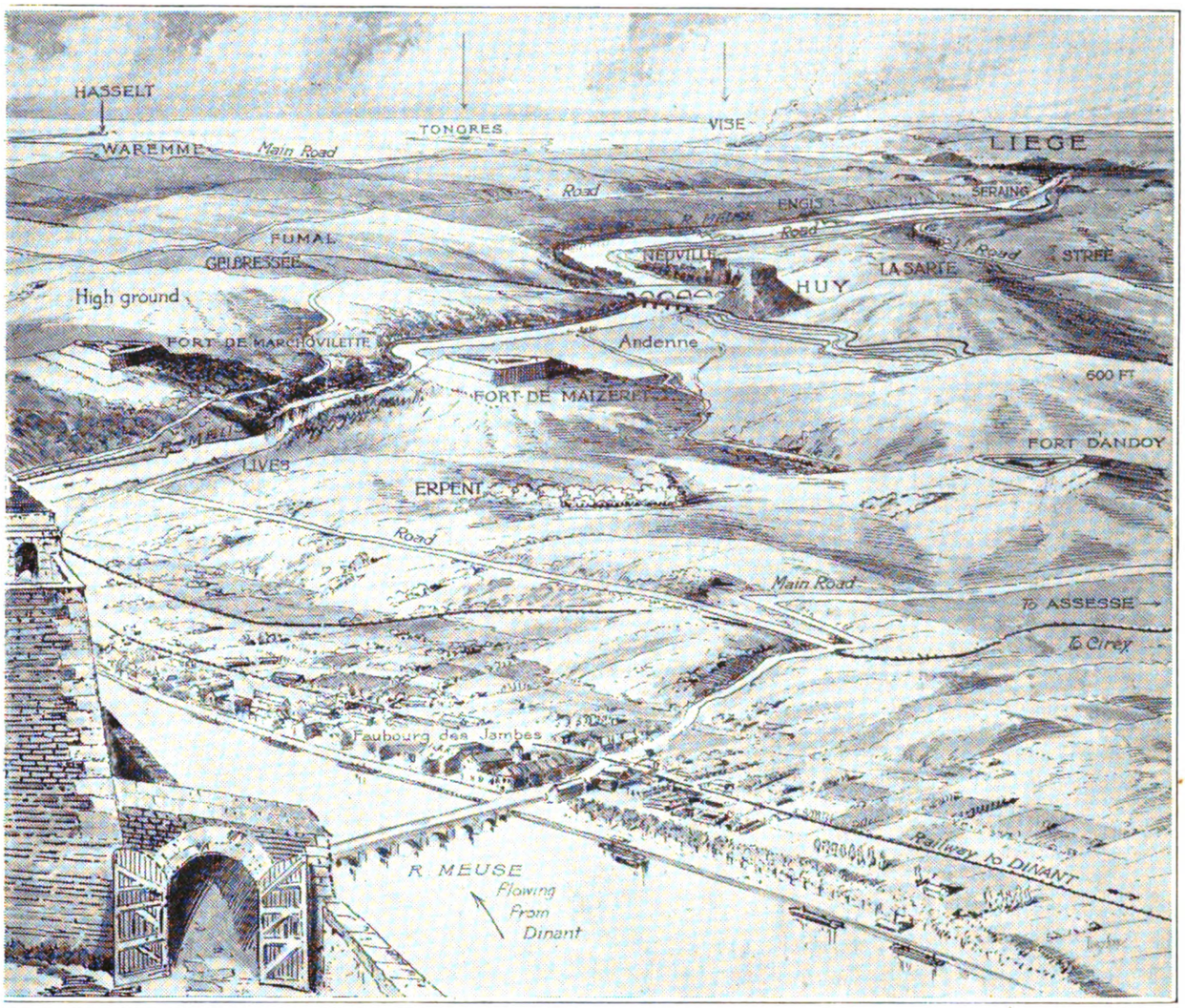
for actual produce. The big dairies found their horses commandeered, so that in many cases they were unable to supply milk through large areas; in some parts of the city milk was virtually unobtainable throughout Saturday, there having been apparently no organisation in existence to provide, so far as concerned this and similar matters, for the emergency needs of the civil population.

There was one other feature of the commencement of mobilisation which must have forcibly struck all who witnessed it. Although the mobilisation was nominally proclaimed on Saturday evening, it was actually in force practically throughout Germany to the full extent on Friday evening. Trains were everywhere commandeered by the military authorities, luggage vans were hastily cleared wherever they happened to be; luggage was simply piled by the side of the railways, for the most part without any attempt to get it under cover, or to make it possible for owners to identify it later. It was just at the end of the German holiday season, which began with the commencement of the school holidays on July 3rd.

Mobilisation a fact before proclamation

There was a wild rush of people from the holiday resorts in the mountains and by the sea, and large numbers of holiday-makers with their families were caught on Friday by the sudden seizure of the railways for military purposes. It is true that they might have taken warning, but it must be remembered that civilians in Germany had no experience of any such disorganisation of traffic as now took place, and it seems improbable that many of those whose luggage was thus summarily ejected can ever have recovered their property. Possibly this seizure of the railways before the public announcement was necessary, but at least it was significant of the complete disregard of the civilian and his needs which inspired military Germany from the hour when the crisis became acute.

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—AROUND WHICH THE SEVEREST FIGHTING TOOK PLACE DURING THE OPENING WEEKS OF THE WAR.
After the occupation of Louvain and Brussels, the German forces executed a great turning movement towards Namur, whose ancient citadel looks down on the Meuse and Sambre, some 600 feet below, and captured the town on August 24th, 1914.

There were two more dramatic scenes which a few English residents in Berlin were able to watch before England, too, declined any longer to submit to the German menace. On Tuesday morning, August 4th, while the question of peace or war with England still hung for a moment in the balance, the Kaiser held a solemn opening session of the Reichstag in the White Hall of the Imperial Palace, that same hall where, little more than a year before, he had welcomed the King of England and the Tsar of Russia to the marriage of his daughter Now, as then, a group of pages in the silver livery of the Kings of Prussia took away the few chairs in the great hall, and threw open behind the dais the windows, through which the noon sun poured into the magnificent chamber. Then, by twos and threes, came the black-coated members of the Imperial Parliament, never so insignificant or so impotent as in this hour of fate.

The fateful figure in grey-green

To the left of the throne stood in double row the members of the Federal Council, ablaze with their decorations and military insignia; opposite them, under the marble gallery, where the Kaiserin sat with her daughter, the Duchess of Brunswick, on one side and the Crown Princess on the other, stood the generals comprising the Kaiser's headquarters staff. When the room had thus filled, with the uniforms diversified here and there by the sombre black of a few Reichstag members (many of whom were themselves wearing the uniform of lieutenants of the reserve), a little procession formed near the doors of the private chapel and came slowly down the white staircase.

The Chancellor, in his major's uniform, walked between the Foreign Secretary and the Secretary to the Treasury; behind them came the rest of the Imperial Secretaries; and last of all, alone and unattended, fully ten

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steps behind his adjutants, strode a short, lean figure in the grey-green uniform of field service, with the Prussian pickel-haube instead of his eagle-helmet. A low, half-suppressed cheer was raised by the members of the Reichstag as the Kaiser strode through the hall and took his stand under the black and red canopy, over which stood the blazon of the Black Eagle.

With a low obeisance, the Chancellor handed to the Kaiser the formal official text of the Royal address. It was a repetition of what Kaiser and Chancellor had already said, a claim that German policy was upright, and a denunciation of the envy, hatred, and malice which for years had pursued German progress and prosperity.





THE FLIGHT TO AND FROM BRUSSELS.

Before its occupation by the Germans the roads to and from Brussels were filled with refugees on foot and in all kinds of vehicles, carrying the few household articles they hurriedly gathered on leaving their homes. The great railway stations at Brussels were besieged by immense crowds anxious to get to Ostend and Antwerp.

The Kaiser read the speech in short, staccato explosions; his voice was choked with anger, or appeared so. Then, throwing aside the sheet of paper, he came down to the first step of the dais, and made his appeal for German unity in the face of the coming danger. "I have no knowledge any longer of party or creed, I know only Germans, and in token thereof I ask all of you to give me your hands."

One by one the leaders of all the parties, except the Socialists, stepped forward to grasp the outstretched hand of the War Lord. Then the Kaiser turned on his heel, and whilst a triple cheer rang out in the Council chamber, he walked with bowed head towards the stairway.

An hour later the members of the Reichstag assembled again in their own gilded chamber on the Koenigsplatz. With the barest of preliminaries the session was opened, and the Chancellor rose to demand the most colossal war credit ever asked of any nation in the world's history. Two hundred and sixty-five millions of pounds was the sum Germany required for the beginning of her war, and the Reichstag, Socialists included, voted it without a dissenting vote. Germans were already on Belgian soil, the world was in arms against the Empire, and Germany must hack her way through! Such were the ringing words wherewith the philosopher-Chancellor hurled German defiance in the face of England and of the world.

Before five o'clock on Tuesday afternoon there was no longer any question that Germany had torn up all treaties, all her most solemn undertakings, and was prepared to defy the armies of this generation and the judgment of all the generations that are to come.



BELGIAN INFANTRY FIGHTING A RETIRING ACTION IN THE WITHDRAWAL FROM LOUVAIN.

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"RIDER AND HORSE—FRIEND, FOE, IN ONE RED BURIAL BLENT!"
Lord Byron's famous line from his verses on Waterloo is illustrated in ghastly reality by this photograph of an actual scene from one of Belgium's many stricken fields.

CHAPTER VII.—FRANCE ON THE EVE OF WAR.

By an Eye-Witness.

Gathering of the War Clouds—Menace of Germany's Increased Army—Three Years' Service Bill Introduced—Political Plot Against the President—Inner History of the Caillaux Trial—Germany's Declaration of War—How France Received It—Mobilisation of the Army—German Shops Raided—Paris, a City of Silence—War Minister's Confidence.

AWAITED constantly for forty-four years, yet entirely unexpected when it came at last—so it was that the greatest of all the great struggles of her history began for France.

The political volcano of Europe had rumbled and threatened so often without any eruption taking place that Frenchmen, although as individuals they follow international affairs with a closer interest than any nation, had begun to believe that the danger existed rather in imagination than in fact. The crisis of 1908, when Austria converted into annexation her occupation of Bosnia and Herzegovina, had caused a moment of acute tension, but Russia gave way before the menacing attitude of allied Austria and Germany, and Europe's peace had remained unbroken.

Germany's bold bid for a share in Morocco in 1911, and especially the drastic step of sending the cruiser Panther to seize the port of Agadir, sent another thrill of apprehension through France and through all Europe. The wars in the Balkans that began in the autumn of 1912 involved international questions so delicate that it seemed impossible for the Great Powers not to be drawn into the struggle.

Rumblings before the storm

Yet when the Balkans had at last returned to a state of precarious peace, not a shot had been exchanged by the soldiers of the six great countries of Europe. The sabre had often been rattled; it had never been drawn.

Nevertheless, the Government of France had been lulled to no false security. Often as danger-points had been passed, frequently though the peace of Europe had been preserved when it seemed almost inevitably lost, the more enlightened of French statesmen kept their eyes closely fixed on the barely veiled preparations which

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BARRICADES IN THE STREETS OF BRUSSELS.

the ambitious eastern neighbour of their country was ceaselessly making with the aim of attempting to seize by force the position of world-preponderance which she was unable to attain by peaceful means.

The enormous increase in the German forces announced in April of 1913, which was to bring the peace strength of the German Army up to the unprecedented figure of 866,000 men, demanded an instant reply from France, if the margin of military strength between herself and her rival were not to be allowed to broaden beyond all possibility of adjustment. However much it might be urged in Germany that the menace of the ever-growing military strength of Russia was the reason for the constant increase of the German Army, France realised that it was herself that these vast armaments chiefly threatened. For she knew that if the day of war came, the slowness with which the mobilisation of her Russian ally must necessarily be carried out would expose her, for a month at any rate, to the full weight of the German military power. During that month every effort would be made to crush France, in time to hurry the victorious German armies back across the whole width of the Empire to meet the slowly gathering hosts of Russia.



BELGIAN COLUMN ON THE MARCH TO THE VICTORIOUS BATTLE OF HAELEN.

The progress of the troops was screened by artillery fire from the wooded country in the background. On their arrival at Haelen they succeeded in effecting a decided check to the invaders.

It was the perception of this danger that brought into being the famous "Three Years' Service Bill," which, after dividing France into two bitterly opposed camps for eighteen months, was recognised at last, when the storm burst, as the salvation of the nation.

It was in March, 1913, that the Briand Ministry introduced a Bill for increasing the term of service with the colours from two to three years. In Germany, where a population of 64,000,000 had always provided a margin of men over and above the requirements of recruiting, it had been easy to enlarge the Army by merely calling to service with the colours a number of recruits who would otherwise have been allowed to pass the category of men capable of service but untrained, known as the "Ersatz Reserve."

France had no such superfluity to draw upon. Her population of 40,000,000 has remained practically stationary for some years past. How was she to reply to the increase which Germany had resolved upon for her own Army?

There was only one solution, but it was a desperate one. Each individual Frenchman must be called upon to make the sacrifice of another



SANDBAG BARRICADE IN A BRUSSELS STREET.

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THE COURAGEOUS CIVIL GUARD OF BRUSSELS NOT RECOGNISED AS SOLDIERS.

Before entering Brussels the Germans intimated that they could not "recognise" the Civil Guard as soldiers. Despite their protests, the men were marched to the Town Hall and had there to deliver up their weapons. Many wept at not being allowed to fight the invaders.

whole year of his life for the defence of his country. The least reflection is enough to bring home to anyone how tremendous an effort this change in her military service meant for France. It implied the almost incalculable loss to the industry of the nation of an extra year of the life of every one of her able-bodied sons, and that year must be surrendered at the very time when the men concerned were at the zenith of health and energy and ambition.

On the threshold of manhood the career of every sound Frenchman would be interrupted in order that he might spend three years in the unproductive tasks and amid the narrowing surroundings of the barrack and the camp. However well a French youth might have spent the apprenticeship of his later boyhood, he stood a great chance of losing all that he had learnt during the long three years that he would be obliged to devote to dull garrison routine, before he could start in earnest on his life's work.



THE WAR OFFICE, BRUSSELS, at the outbreak of the war.

It is small wonder that this gigantic tax on the very life's blood of the nation's industry aroused the bitterest opposition among the working classes who would be called upon to contribute most dearly to it. Many schemes for half measures—such as service for thirty months—were proposed by the more moderate antagonists of the Three Years' Bill, but all were rejected by the Army Commission and the Chamber.

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The Socialist party organised a powerful agitation against the Bill, and urged, instead, the adoption of the favourite scheme of its eloquent leader, Jean Jaures, who advocated a "national militia" system, based on six months' preliminary service with the colours, followed by eight periods of eleven to twenty-one days' field training between the ages of twenty-one and thirty-four. In this idea of the "armed nation," the Socialists saw, indeed, a first step towards the realisation of an assured condition of world-peace.

A national militia, they argued, could never be used for purposes of aggression; while, on the other hand, no Foreign State could hope to attack with any chance of success a whole people in arms, organised and led by officers of its own choosing. But these schemes, though agreeable in theory, were futile in presence of the national danger which threatened France, and the chiefs of the French Army, which is already one of the most democratic in the world, had little trouble in convincing everyone but M. Jaures and his obstinate followers in the Chamber of Deputies that the splendid Army of Germany, the most severely disciplined and highly trained in all the history of war, could not be faced with a host of semi-trained militiamen, however patriotic their spirit and democratic their principles.

Socialistic theories disappear in war

The Briand Ministry fell from office on another vexed question—that of proportional representation in elections for the Chamber of Deputies—but the Barthou Cabinet, which succeeded it, carried on the struggle for the Three Years' Bill, and in July it became law, and was promulgated. The Socialists organised mass demonstrations against it, and the staccato jeer of "Hou, Hou! les trois ans!" became for a time a familiar shout in the streets of Paris —or even, when the Socialist demonstrators met the counter-manifestations of patriotic societies, a political battle-cry.

There were indeed serious outbreaks of mutiny against the new period of service in some of tne garrisons on the eastern frontier, and particularly at Rodez (Aveyron), where the colonel of a battalion was attacked by his men, and only prevented them from breaking out of barracks to march to a midnight demonstration against Three



A WOUNDED BARBARIAN IN THE HUMANE HANDS OF A CHIVALROUS FOE.

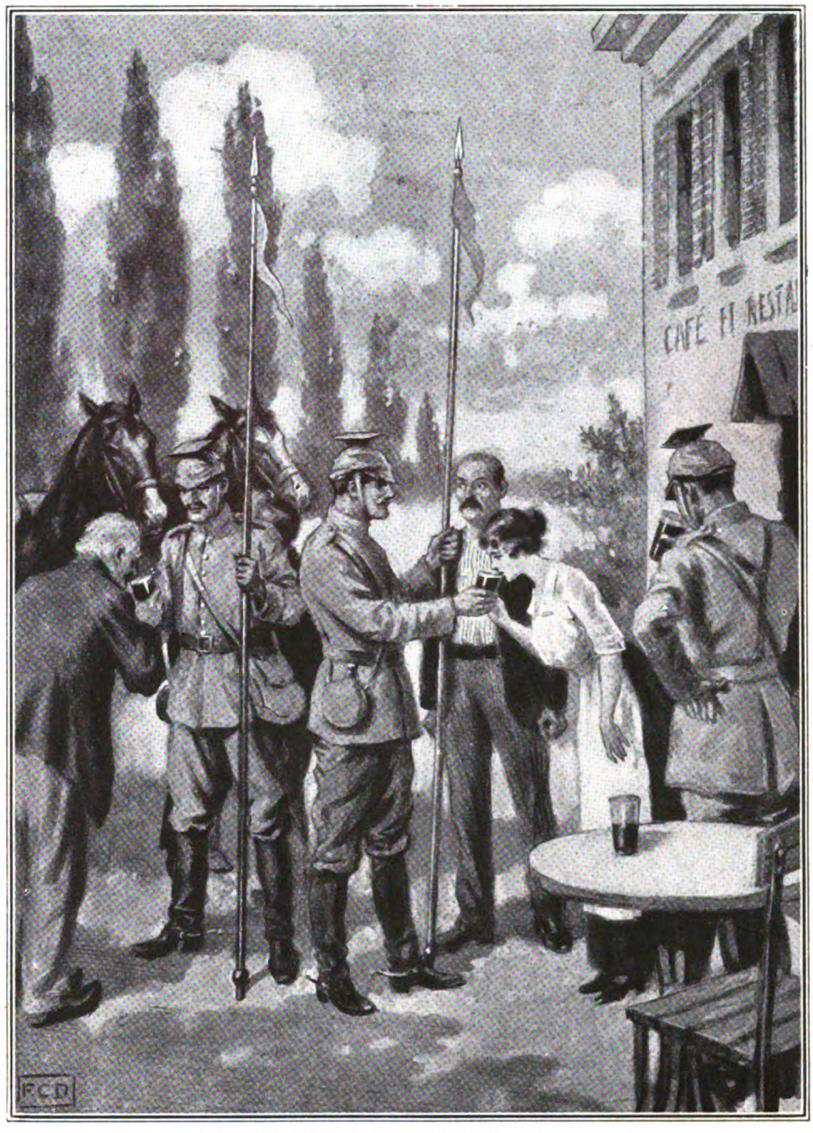
After a skirmish with the local gendarmerie outside Ostend on August 25th, a number of wounded Uhlans were brought into the town. They were treated with humane solicitude by captors far too chivalrous to rival the ruthless example of the Kaiser's vengeful cavalrymen.

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Years' Service by standing in the gateway with a loaded rifle and threatening to shoot the first man who tried to pass.

The investigations and courts-martial which followed proved that these outbreaks had been organised by the General Confederation of Labour, the great Syndicalist organisation of France. The Government took in hand at once the task of abolishing the secret means which the Syndicalists had used in their attempts to corrupt the allegiance of the French soldier, the chief of them being a system for the distribution of pocket-money bribes called the "sou de soldat." The secretary of the federation was imprisoned.

Amid all this travail, however, Three Years' Service in France was born. In spite of the loud protests of the politicians, in spite of the secret plotting of the Anarchists, the great mass of the French nation resigned itself patiently to the heavy burden. None the less, they realised two things—one, that they had played their last card, and that if the Germans availed themselves of their fifty per cent. advantage of population to add yet another increase to their Army, France would be left without any reply to make; and the other, that the sacrifices they had now consented to make in labour, in time, and in loss of wealth resulting from reduced output, were so heavy that war itself could add but little to them except the fact of actual bloodshed.



BRAGGART UHLANS SHOW THEMSELVES COWARDS AT HEART.

Belgian peasants report that the scouting parties of Uhlans who first reached their villages were extremely suspicious of evil play. Having demanded refreshments, they refused to drink from the glasses offered them until some of the villagers supped the drink, and thus proved it had not been poisoned. And these are the creatures who ravished Belgian women and children.

In the autumn of 1913 the last Frenchman to do Two Years' Service left the colours, and two drafts, the recruits of twenty-one years and at the same time the class aged twenty, who would otherwise not have come up for service till the following year, were added to the Army. France's reply to the increased armaments of Germany was made.

Meanwhile, what cause of quarrel was in sight? The most cautious statesman might have answered in the early summer of 1914 that there was none. The old idea of a "war of revenge" had died in France with the generation that remembered 1870. Paul Déroulede, the tall, gaunt, fiery, picturesque orator and poet, was the last of the preachers of undying hatred for the German. He died in February, 1914. Paris gave him a national funeral, and in doing so was burying, not only a man who had gained the personal affection of his countrymen, but also the idea with which he had been identified. France still remembered the "Terrible Year" with sorrow, but she had ceased to find bitterness in its recollection. Indeed, her sorrow was assuaged by a feeling of assurance that the intrigues and the fecklessness, the arrogance and the treachery, that had done so much to bring about her downfall in 1870 were simply impossible in the new France of to-day.

France had ceased to dream revenge

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[From material supplied first-hand by J. W. Parker and A. Muirhead.

SCENE FROM THE BATTLE OF HAELEN, WHERE THE BELGIANS DEFEATED THE INVADERS.

The battle of Haelen, between Liege and Brussels, was fought on August 12th and 13th, 1914, and the Germans, who attacked in the traditional close formation, were decimated by the fire from the Belgian mitrailleuses. "Men and horses fell like flies," till they were ordered to retire, and the battle ended, according to the Belgian official report, "all to the advantage of the Belgian forces." The guns were drawn by dogs specially trained for the work, that lie down quietly during the action. The Belgian artillery were supported by cavalry who in small detachments charged the enemy across the fields.

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Strong in this belief, Frenchmen bore with an easy temper the annoyances that arose from time to time out of the racial incompatibility between themselves and their German neighbours. There was the affair of Saverne, when Alsatian townsmen were dragooned and slashed by brutal and ill-mannered German officers; there was the arrest and sentence of Hausi, the artist and author who had made the griefs of the people of Alsace-Lorraine and their ever-active sympathies for France his special theme; there was, too, the extravagant campaign carried on in Germany against the French Foreign Legion. Lecturers were sent about the country, pamphlets were circulated, and even otherwise responsible newspapers published articles describing the fantastic methods which the French military authorities were accused of employing to obtain recruits for the Legion.

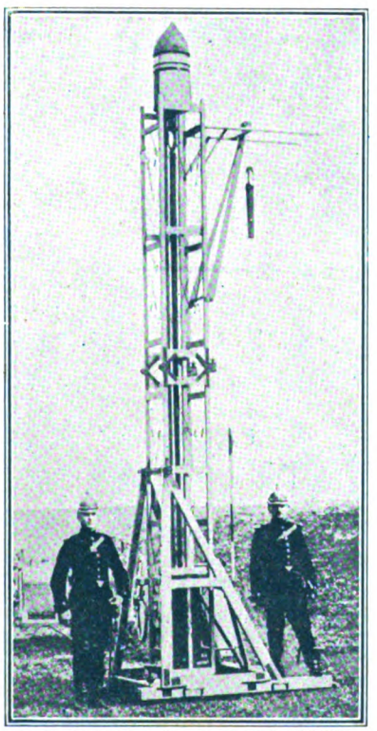
German fictions about France

Young Germans were alleged to be drugged in railway stations, and smuggled across the frontier to the nearest recruiting station, while the life of the legionary in Africa was represented as a nightmare of hardships and ill-usage. As a matter of fact, one of the most frequent reasons given by Germans who presented themselves to be received into the Foreign Legion was the brutal treatment they received from the officers and "unter-offiziere" of the regiments in which they had been called to serve their time in the German Army.



AERIAL MILITARY PHOTOGRAPHY.
Example of plan of a distant hostile place obtained by the German invention illustrated in the lower left-hand corner.

Yet such irritations passed over the surface of French life, and left it untroubled. The volatile Frenchman of an earlier generation, quick to resentment, reacting readily to an emotional appeal, even though it were based on no material foundation, seemed to have passed away. Modern France is cool and self-confident, practical rather than sentimental, determined rather than enthusiastic. Nothing is more certain than the fact that if France had not been deliberately attacked by Germany, the two countries need never again have fought. Bismarck used to say, after 1870, that if France had really no intention of molesting his country, and if Germans could be assured of her peaceful intentions, the sword would never again be drawn between France and Germany. Time, and the cynical ambition of Bismarck's successors, have given the lie to that statement. On the other hand, the whole story of French diplomacy during the critical days immediately before Germany's declaration on August 3rd, 1914, of war on France is one, first of incredulity that war was likely, and secondly, of desperate efforts to preserve the peace.



THE CAMERA IN A PARACHUTE.
By means of this apparatus a folded parachute is shot up to a great height, and when it unfolds, the camera it carries automatically photographs the fortress, town, or other place about which information is wanted.

"Until Thursday," said M. Abel Ferry, Under-Secretary of State for Foreign Affairs, to the writer on Saturday, August 1st, the day that Germany declared war on Russia, "we believed that Austria and Germany were bluffing. In a memorandum on the situation which I prepared for the use of the President of the Republic I judged the possibility that the two German Powers intended to provoke war as the least probable explanation of their attitude, and described such an issue of the crisis as very unlikely. Even now," went on this member of the French Cabinet, "we can hold Russia back; we can make her accept anything if thereby the peace of Europe may be assured. But for that," he added, "the word must come from England. If England announces firmly that she will support France and Russia, Germany will draw back."

Wrong though M. Ferry was in his supposition that the absence of a public declaration of England's attitude was encouraging Germany to play a desperate game of bluff—for the White Paper published by the British Government shows clearly how, as early as July 29th, Sir Edward Grey had clearly warned Germany that an attack by her on France would mean war with England, too—yet this avowal of his, while peace and war were yet in the balance, is enough proof of the overwhelming wish for peace that was

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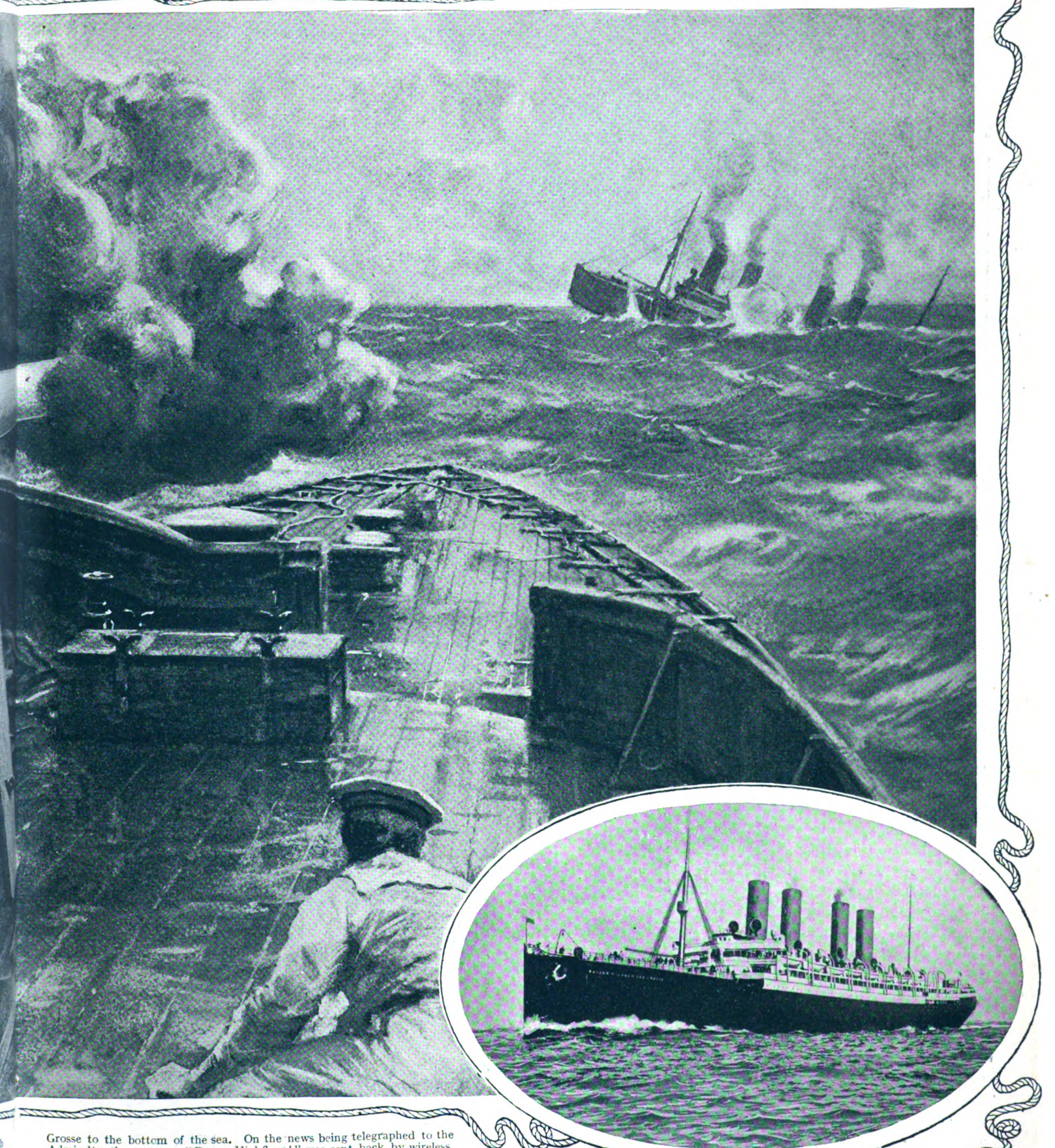
"BRAVO, HIGHFLYER!" THE L



One of the minor incidents in the War, but of historic interest, in so far as it involved the first serious naval loss to Germany, was that in which H.M.S. Highflyer figured so gallantly off the West Coast of Africa on August 27th, 1914. It had long been known that at the outbreak of a war between Germany and England, it was the intention of the Germans to equip the best of their transatlantic liners as "commerce destroyers" and send these cruising throughout the seven seas to the terror of British shipping. But the only one of these ocean greyhounds that succeeded in putting to sea when hostilities were declared, was the Kaiser Wilhelm der Grosse. She was in the very act of securing a prize in the British steamer Galician, off the coast of Africa, when H.M.S. Highflyer hove in sight, and, engaging the German, speedily sent the Kaiser Wilhelm der

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HE LITTLE BRITISH CRUISER RIDS THE SEAS OF A GERMAN PEST.



Grosse to the bottom of the sea. On the news being telegraphed to the Admiralty, the message, "Bravo, Highflyer!" was sent back by wireless, to cheer the plucky little British man-o'-war, which had so promptly destroyed the would-be destroyer. Our illustration has been specially drawn for "The Great War" by Mr. C. M. Padday, from sketches made on board the Highflyer before she left England for southern waters.

The Kaiser Wilhelm der Grosse.

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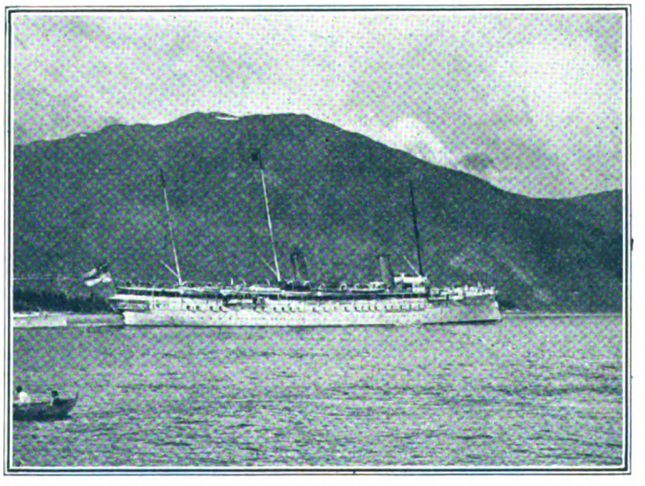


THE BRITISH MEDITERRANEAN FLEET ASSEMBLED AT MALTA BEFORE THE WAR.
Some of these warships co-operated with the French Fleet under Admiral Boué de Lapeyrere in the successful blockade of the Austrian Navy in the Adriatic.

the chief characteristic of the French Cabinet up to the very outbreak of the war.

The France upon which the hurricane of August, 1914, was to burst was, then, a nation which from a military point of view had done everything possible to prepare herself; for the charges brought in the Senate by M. Humbert in July, to the effect that the Army's reserve of boots was old and inadequate, and that the frontier forts lacked munitions and wireless equipment, although they appeared at the time to be admitted by the War Minister, M. Messimy, who had recently returned to office, seem now, in the light of facts, to have had little foundation, and were possibly cunningly intended to prepare the way for an increased demand for Army credits. In the diplomatic department of the national life the prevailing sentiment was a supreme desire to go on living at peace. What were the circumstances of the French people in their own home? They were strangely complicated, and are none the less interesting because the cobweb of confusion in which the life of the nation had involved itself was blown away by the first breath of war, and left France simplified, purified, united in a most sudden and astonishing way, to meet the political earthquake that was to shake the foundations of Europe.

The new spirit in old France



HISTORIC PICTURE OF THE KAISER'S YACHT.
This photograph of the Imperial yacht, the Hohenzollern, was taken in Norway on July 27th, 1914, when the Kaiser was hurriedly setting out for Germany the day before the outbreak of war between Austria-Hungary and Servia.

It was a brilliant and fascinating scene on which one looked at Longchamps racecourse, the afternoon of the Grand Prix, the climax of the Paris season, and the day (June 28th, 1914) when the first cloud that foretold the coming storm rose above the horizon in the form of the assassination of the Archduke Franz Ferdinand of Austria. There, in the sun-flooded paddock under the shade of the thick chestnut-trees, was crowded the cosmopolitan society of Paris. There were people of every civilised race of the whole world, all drawn to Paris by the common desire to spend money in the most glittering city of Europe. Americans elbowed Russians; there were rajahs from Central India, and cattle-breeders from the plains of Argentine.

In the midst of this wide-gathered throng, and yet distinct from it, were the Parisians themselves, who were again divided for social purposes into two classes—the old and conservative families of rank and tradition, and the great unorganised throng whose only common quality was the habit of unbounded extravagance.

Ministers and mannequins stood side by side. The dresses which the great *couturiers* had sent for display to the Grand Prix that afternoon were some of the most fantastic which that not easily startled show-ring of fashion had ever seen. One particularly, in which

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the upper part of the body was covered with little more than black gauze, attracted great attention. It would be the keynote of dresses for Deauville and Dinard next month, people told each other. No one suspected that there would be no Dinard season this year, and that, six weeks later, the very *couturiers* themselves would be wielding bayonets instead of scissors and pins.

Up above, at the front of the Presidential stand, sat M. Poincaré, the President of the French Republic, and his wife. It is seldom possible to judge M. Poincaré's feelings from his face. Its pale, drawn cheeks, with their short, greyish beard and their small, alert dark eyes, give always the impression of a mask that is worn of choice. The whole bearing of the President—nervously correct, studiously non-committal—is only a result of the rigid self-control and concentration in which the vitality of the man finds its chief expression.

But the impression which it conveys to an onlooker is that M. Poincaré is constantly upon his guard. And, indeed, until the Great War came to compress the conflicting currents of French life into one coherent stream by the mighty pressure of overwhelming danger to the national existence, there were reasons enough why M. Poincaré should walk circumspectly.



FRENCH TROOPS PULLING DOWN GERMAN FRONTIER MARK.

This frontier post, bearing the Black Eagle of Germany and the words "Deutsches Reich"—German Empire—stood at the head of the Col de la Schlucht in the Vosges, across which the French advanced about August 7th, 1914.



FRENCH VILLAGERS' NIGHT WATCH FOR SPIES.

After all the able-bodied men left for the battlefield, the French villages were guarded, night and day, by the curé and the old peasants, who stopped every stranger in order to examine his papers.

On that June day a most relentless and active political plot was in existence to drive him from the office of President of the Republic. The Radical-Socialist party were his bitterest enemies. M. Clemenceau, the ex-Premier, and one of the most vigorous intellects in France, had never forgiven him for triumphing at the Presidential election over his own candidate, M. Pams. Almost daily M. Poincaré was attacked in the leading column of "L'Homme Libre" by that mordant pamphleteering pen of which its editor, M. Clemenceau, is so skilled a master. M. Poincaré's private and political career had been an honourable one, but that did not protect him from the most unscrupulous attempts on the part of his political opponents to discredit his family, and to undermine the growing influence which he was acquiring in the country, and which had even brought upon him the accusation of aiming at the creation of a personal régime.

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REINFORCEMENTS OF FRENCH INFANTRY MARCHING TO SUPPORT THE RIGHT WING OF THE ALLIES.

And in addition to these, the subterranean workings that were undermining the life of France on the eve of war, there was the famous trial of Mme. Caillaux, which was a focus of intrigue. Her husband, Joseph Caillaux, was a financier who had been Premier at the time of the last Franco-German crisis in 1911, when the German pretensions to Morocco were bought off by the cession of a part of the French Congo. In the negotiations between the two countries at that time, it was M. Caillaux who, as Premier, had gone behind the back of his Foreign Minister, De Selves, to make secretly to Germany more conciliatory offers than the French Cabinet had approved. Since then M. Caillaux had been continuously more prominent than any man in France.

Political intrigue in France

As Finance Minister he had made himself responsible for the hotly-debated project of introducing an income tax. His opponents laid at his door charge after charge of political corruption and abuse of his ministerial position; but pugnacity was the essence of the man's nature, and he met every attack with defiance. His shrill voice had the power of holding the crowd; he was expert in appeals to self-interest, and he made full use of all the influence which a temperament of boundless ambition and intense energy gave him over the great multitude of his more easy-going countrymen.

In the last months of 1913 and the early months of the following year, a vigorous newspaper campaign against M. Caillaux was carried on in the "Figaro," one of the leading newspapers of Paris, by its editor, M. Gaston Calmette. On March 16th this campaign was brought to a sudden and tragic end. Mme. Caillaux, the wife of the Minister, went down to the offices of the "Figaro," waited an hour for M. Calmette to come in, and then, directly she was admitted to his room, fired five shots from an automatic pistol into his body.

M. Calmette died the same night. The wife of the Minister was arrested, and M. Caillaux himself resigned his seat in the Cabinet. From then until the trial, which began on July 20th, and only ended on July 28th, France was divided into two bitterly opposed parties, for and against Caillaux, for the dominant personality of the man caused him instantly to be identified with his wife's crime.

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There were riots on the boulevards of Paris, and the Press attacked or defended the Minister with tedious reiteration week after week. Yet when, after a trial that was the most sensational and the most disorderly ever seen in France, the jury brought in the astounding verdict of acquittal in favour of Mme. Caillaux, the war-cloud was already looming so heavily over France that all the bitter passions which would in normal times have broken loose on that sultry night to fill Paris with rioting and tumult seemed suddenly petty and insignificant.

The humiliation which politics had inflicted on French justice was overlooked in the presence of the gigantic danger, whose imminence had just begun to dawn upon men's minds.

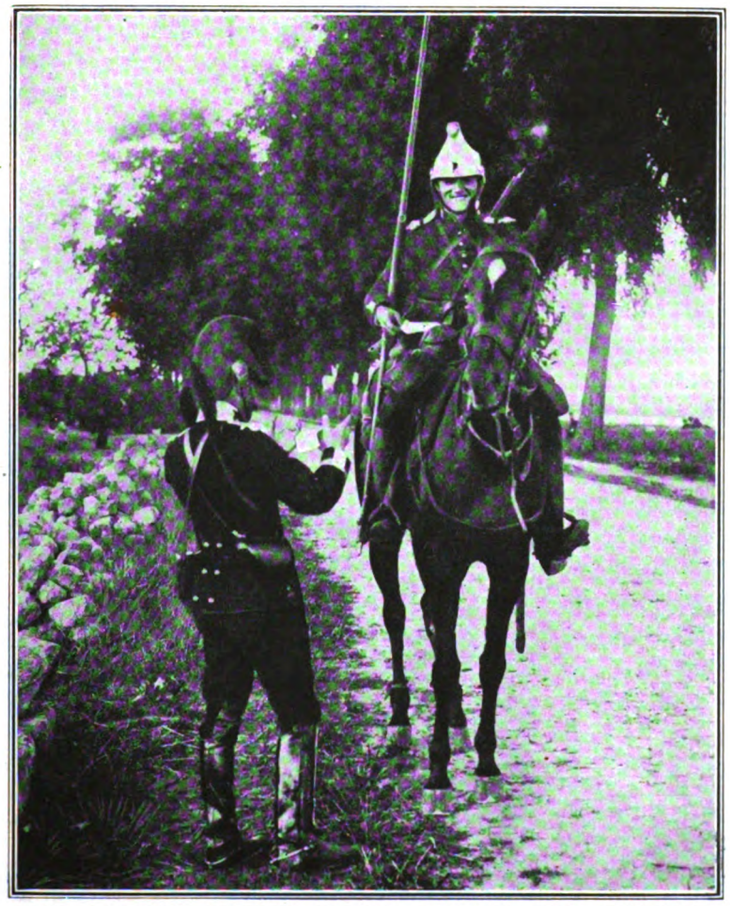
France disciplined by her danger

It was therefore by no means a settled and internally peaceful France upon which the Great War broke in August, 1914. The magnificent unanimity and whole-heartedness with which every rank and class, every creed and party of Frenchmen, threw themselves into the cause of the defence of their country was rather brought about by the great flood of patriotic enthusiasm that broke from every heart in France, and swept away all the enmities and jealousies that had seemed a few days before so deep-rooted and so bitter.

In a night, in an hour, all divisions passed utterly away, and France rose up, reluctantly, but determined and knit into unshakable union, to meet the German challenge of her right to live.

No one who was present at that sitting of the Chamber of Deputies on August 4th, to which Germany's declaration of war was read, can well forget the unprecedented sight of every member of that usually so divided house now applauding with one voice, now silent as one man, disciplined by the national danger. From the blue-blooded Conservatives and Royalists on the Right to the most advanced Socialists on the Extreme Left, all the shades and cliques and groups and blocs of that intricately subdivided house had disappeared. The deputies of France were Frenchmen and nothing more.

And no less surprising was the self-controlled temper of the public. The frantic demonstrations of popular hysteria with which the war of 1870 had begun showed no sign of reproducing themselves. It was not that they were repressed or prevented; the mood of the people was simply too sober and determined to permit them. For a few nights in succession a crowd of young larrikins did indeed march up and down the boulevards, singing the "Marseillaise"; but the ordinary Parisian passer-by looked on with no more than toleration.



AN INCIDENT OF THE FRENCH ADVANCE INTO BELGIUM.
This picturesque scene shows one of the French dragoons, who were the heralds of the first French advance, delivering his passport to an alert Belgian picket.

On the night of August 3rd, the evening on which the German Ambassador handed to M. Viviani, the Foreign Minister, the declaration of war on France, there was indeed a sudden demonstration against German and Austrian shops and cafés—their windows were broken, and, in some cases, the goods in their show-cases were stolen by the crowd. But these incidents, for which apaches from the outer boulevards were chiefly responsible, were at once stopped by the police. Measures of a rigour that almost seemed unnecessary were indeed taken. All restaurants and cafés were compelled to close at 8 p.m.; the terrasses—the little rows of tables set out upon the pavement at which the Parisian has always loved to sit in summer—were suppressed; the loitering even of a single person in the streets was actively prevented; and the drinking of absinthe, which was almost the national beverage of France, was forbidden even in private houses.

Paris quickly fell into a condition of unnatural calm, only comparable to a London Sunday. As the mobilisation, which began

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TROOP OF FRENCH LANCERS PASSING THROUGH A BELGIAN VILLAGE ON THE LOOK-OUT FOR RAIDING UHLANS.

on August 2nd, continued to draw more and more men away from their employment in the capital, shops began to close, works shut down, commercial houses suspended business. Trade fell, indeed, at first into even greater stagnation than the lack of hands made necessary, for the Government proclaimed a moratorium which permitted banks to refuse to pay out more than five per cent. of any sum greater than £10 which they held to the credit of their customers when the decree was issued, and this permission was interpreted by most banking houses as a command.

The Frenchman's old-established passion for hoarding coin received, of course, a great stimulus from the anxieties of the moment, and for some days it was exceedingly difficult to change the hundred-franc note which forms so large a part of the circulation of France. Waiters in the cafés would give a fifty-franc note for forty-five francs in silver, and retail business of every kind was almost brought to a standstill until the Bank of France issued notes of five and twenty francs, which immediately restored a normal state of affairs, for the solvency of the State had never for a moment been doubted.

Calm efficiency of French War Office

Every foreigner in Paris was required to register himself with the police, and Germans and Austrians who did not leave the country were taken down under guard to the West of France, where they were assigned strictly supervised districts in which to live, and where work was found for those who had not means to pay for their support.

Meanwhile, the mobilisation of the Army went on with the regularity of well-tested machinery. The disorder which the widespread changes of staff naturally caused in other departments of State had no counterpart at the Ministry of War, intensely busy though it instantly became. On the railways throughout France civilian traffic almost entirely ceased, while day and night, at half-hour intervals, train after train, heavily laden with troops and war material, thundered towards the eastern frontier.

The secrecy that was maintained from the first by the military authorities had never been known in any earlier war. Not only were no Press correspondents allowed to accompany the Army, but newspapers were forbidden, under penalty of suppression, to publish any but officially issued news about the war, and the soldiers themselves were prevented from communicating in any way with their friends



GENERAL JOFFRE.
The French Commander-in-Chief of the Allied Armies. Born in 1852, his extraordinary military genius led him steadily to the supreme command.

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THE FIRST GERMAN SOLDIERS TO ENTER FRANCE—BATCH OF PRISONERS ARRIVING AT ROANNE.

at home. Parents saw their sons leave for the front, but they had no means of knowing whither they went or how they fared.

Yet France remained entirely patient under her great ordeal, realising to the full that she must now fight for her very life. "We know," said the War Minister, M. Messimy, to the writer, "that this is a struggle out of which we shall come either victorious or dead—and we intend to be victorious."

CHAPTER VIII.—BEHIND THE FIRING LINE.

Germany After the First Shot. By an Eye-Witness.

How Germany Mobilised—Effect of War on Commerce—Empty Holiday Resorts—The German Officer in his True Colours—Wholesale Arrests of "Spies"—Story of the Phantom Gold—An English Family's Adventurous Escape—British Consul Insulted—Scandalous Treatment of a Consular Party—German Bitterness Against All Things English—The Problem of Feeding Germany—Cessation of Mob Law—Menace of the Russian Advance—Summoning of the Landsturm—Dislocation of Employment—Newspapers Censored—The Socialist Movement—"Paris Within a Month!"—Amusements Restricted.



GENERAL PAU.
The intrepid leader of the French forces operating in Alsace. A veteran of 1870, he lost his arm in that great combat.

WITHIN a few hours of the order for general mobilisation the whole German Empire underwent an extraordinary change. At every railway station there suddenly sprang up not camps of tents, but long lines of pitch-pine sheds, every board ready cut so that it could be dropped into its place. When the first detachments of reserves appeared, according to the time-table in the hands of every sergeant, at their appointed station they found shelter from sun and rain, and long tables whereon the Red Cross organisation had prepared water, lemonade, and even sausages.

So exact were all the arrangements in all these respects, at any rate throughout Prussia, that on the receipt of the order for mobilisation even ice was ready to cool the drinking water. From every village throughout the huge Empire little knots of men began to trudge to the stations, whence they would be transported to their regimental headquarters. Although nominally all were not required for eight, or even ten days, on the fifth day of mobilisation (Thursday, August 6th) the country was deserted. As the writer passed in the Ambassador's train across

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Copyright drawing by R. Caton Woodville.] *[From a sketch on the spot by Louis Weirter.*

BRINGING UP THE GUNS: BRITISH ARTILLERY GETTING INTO POSITION AT THE BATTLE OF MONS.

Eye-witnesses of the opening stages of the German attack upon Mons, which began on Saturday, August 22nd, and lasted some thirty-six hours, relate that the British artillery seemed to be better served than that of the enemy, and the batteries posted in the wooded hills to the south of the town inflicted heavy losses on the Germans. According to the "Times" Paris correspondent, they added that "the British were apparently doing more than holding their own." As Lord Kitchener said in his telegram of congratulation to Sir John French, "we are all proud of them." General Joffre conveyed his congratulations and sincere thanks for the protection so successfully given by our army to the French flank.

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that huge level plain which reaches from the Silesian forests to the Teutobürg hills, the open country appeared as if suddenly it had been swept of all inhabitants. In the golden cornfields stood waggons, half laden ; here and there a ladder leaned against a half-finished rick ; even the women had disappeared, and the only sign of life over mile after mile of the great plain was a silent figure, standing rifle in hand, by a bridge or level crossing.

Completeness of German mobilisation

For years people had talked about and discussed the German mobilisation ; vague legends had been published of partial mobilisation in 1911, and again in 1912, and earlier during the Moroccan crisis ; but never before in the history of Germany—or, indeed, in any other country—had there been any experience of this sudden stopping of work of a busy nation, this sudden draining of town and country of every man of military age.

It is difficult to impress on English readers this wonderful change. Already, on Saturday, August 8th, a number of factories had closed through want of men. Vast transport organisations had suddenly ceased work for want of horses and lorries. By Tuesday the work of desolation—there is no other word to describe it—was fully accomplished. Industrial life in Germany was cut short at the blare of a trumpet. This, indeed, was the most impressive feature of German mobilisation, particularly to those who escaped by the slow-moving train from



BRITAIN'S HEROIC SONS IN A FRENCH VILLAGE ON THE WAY TO THE BATTLE HILL OF MONS.

Our gallant soldiers, soon to be famous for their long, steady stand on August 23rd, against six attacks by superior German forces, are here seen adorned with flowers brought by grateful French women while resting on their march to the fighting-line.

the howling mobs, which for over a week had made sleep in the cities impossible, into the silent places of the great sandy Mark, once described in bitter sarcasm as " the sandbox of the Holy Roman Empire."

Many a time as I approached Hanover towards evening had I watched the holiday crowds pouring out of the city to the great beer restaurants amongst the trees near the city. Now, as then, the gardens, with their scrubbed deal tables and their long lines of chairs, were awave with little flags and pennons ; now, as then, amongst the large and more popular restaurants one saw here and there the smaller, less gorgeous hostelry over whose rustic gate stood the ancient sign of German hospitality : " We will not break the ancient rule ; you may cook your own coffee and bring your own stool."

The debris of shattered holidays

But now all these gay summer resorts were empty. The guests, the waiters, and the innkeepers themselves were gone. Presently we came to a little river alongside whose banks the railway runs. About every hundred yards stood a sentry, often an old man armed with a shot-gun, and without a uniform. Anchored to the bank, a mile or two from the nearest station, lay a little fleet of pleasure boats, the cushions piled together about the stern, a tarpaulin roughly thrown over the engine, and the owners (for the most part, doubtless officers) called away in the middle of their summer cruise to join their regiment in the reserve.

Now and again, approaching the local station, I could see a pile of luggage—desolate holiday trunks, folding perambulators, a bundle of spades, and little coloured flags wherewith the Germans delight to deck their sand

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THE MOUNTED VANDALS OF THE KAISER GERMAN CAVALRY CAMP BY THE BELGIAN FRONTIER.
Some of the men are seen wearing the pickel-haube with its canvas cover, and others the soft undress cap. The helmets are stuck on sword and rifle by the horse lines, while the lances are fixed ready by the chargers' flanks.

redoubts by the seaside. When the mobilisation order came, trains were seized and luggage thrown out. Doubtless there was in this, as in many other matters, a little too much zeal. Not all the wild confusion into which the civil population was thrown was by any means necessary.

It is significant, for example, that twenty-four hours before the order for mobilisation was given international trains approaching the German frontier were held up, and passengers compelled in some cases to walk to the nearest frontier station. But it must be remembered that in all her recent history Germany has never had an opportunity to practise the mobilisation of her whole Army, and the wonder is, perhaps, that it worked as smoothly as it did. From the moment when war became inevitable, Germany—or, at least, Prussia—carried out to the letter the rule devised by her General Staff—"take care of the civilian only when you have taken care of everything connected with the forces."

Germany throws off the mask of civilisation

The outbreak of war was the signal, as has already been pointed out, for the complete abdication of the civil power. The hour for which the German military caste had waited was come at last; every lieutenant felt himself instantly relieved of all necessity any longer to regard the ordinary rules of civil life. Officers, who claim also to be gentlemen, threw off any pretence of consideration, of regard for the claims of friendship, and even of common courtesy.

It is probable that, to some extent, the extraordinary state of affairs in German towns and cities which would follow the outbreak of war had been foreseen by the authorities. The pinch of unemployment would come not in the first week, but after a fortnight, or longer, and if the civilian population were to sit down, as the German system required, to wait doggedly with tightened belts and in silence, save for such scraps of news as the German General Staff might feel disposed to publish, it was necessary that disorder, thinly veiled as patriotic enthusiasm, should not be too sternly repressed at the outset.

Hence there was no attempt to punish the ringleaders of the wild mob which tried to sack the British Embassy. For over a fortnight there was even no attempt to check the extraordinary mania over South Germany for hunting phantom gold, supposed to be in transport from France to Russia. Actually, the sudden arrest of Englishmen and even Englishwomen throughout Germany on a charge of espionage began, and perhaps reached its climax, before the English ultimatum to Germany had expired.

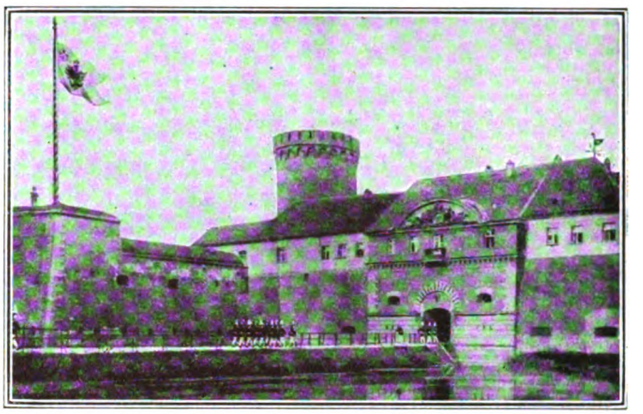
It must be remembered that the population of German cities had been fed for weeks on the craziest lies. Ulster, they learnt, was in a state of rebellion; English troops had refused to obey orders (and it must not

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be forgotten that to the German military mind there was and is no distinction between unwillingness to shoot unarmed citizens and refusal to march against an armed enemy). Suddenly, at seven o'clock on Tuesday evening, August 4th, this fabric of lies was shattered when the "Berliner Tageblatt" scattered through the city flaring placards, "Great Britain breaks off diplomatic relations."

The shock was admittedly, for one moment, paralysing. That which the greater part of the population had believed impossible from reasons of British domestic policy, and improbable because of their sublime faith in British selfishness, had happened. The childish chatter about the unity of the Germanic race, which no sane observer of Prussian manners in the last decade could ever have seriously believed, was probably less responsible for the outrageous treatment of English-speaking people throughout Germany than the sudden angry realisation of the fact that the Press and Foreign Office had alike utterly misled public opinion regarding the actual unpreparedness of England for any war; and the bitter word "Betrayed," which was on thousands of lips in Berlin on the night of August 4th, was directed as much against German diplomacy as against supposed English treachery.

On the heels of every armed host since the world began there have followed a number of ruffians,



GERMANY'S WAR CHEST.
It has been popularly believed that Germany's store of gold, partly derived from the war indemnity wrested from France in 1871, was kept under close guard in the fortress at Spandau, especially for this great conflict.



GERMAN TROOPS HALTING ON THE WAY TO BRUSSELS.
Stopping for the midday ration of bread and ham, served out to them from the field transport.



AT THE OPENING OF THE GERMAN INVASION—A BRIEF REST AFTER THE FIGHT AT VISE.
Some of the 100,000 German soldiers who first broke into Belgium and, after attacking Vise on August 3rd, marched on to Liege.

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THE TSAR EXHIBITING AN IKON OR SACRED PICTURE TO HIS KNEELING SOLDIERS.

fishing in troubled waters. Every leader of a popular cause, resorting to armed force, may and must reckon that in his wake will follow not only fighting men, but also a large crowd of half-savage harpies—not ready to fight, but only too delighted to bully. Of the crowds which attacked the embassies, legations, and consulates throughout Germany on the outbreak of war, no small proportion were excited youths, students drunk with their own alcoholic enthusiasm, the riff-raff of the poorer quarters of the cities, eager to seize this opportunity of unbridled licence.

For several days after the outbreak of war, the police-stations, not only of Berlin but of almost all other big German cities, particularly in the industrial districts, were packed with strange crowds of gentlemen arrested as spies, huddled together with the lowest classes of the population. In the waiting-room of the little police-station in Mittelstrasse, where the writer was confined for a while with several English and American prisoners, were also gangs of under-aged ruffians, bearing marks of



THE TSAR.
With his Commander-in-Chief, the Grand Duke Nicholas.

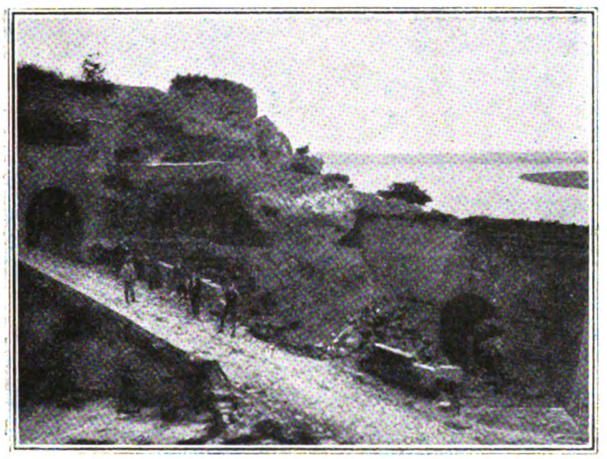


RUSSIAN RESERVISTS HASTENING TO JOIN THE COLOURS IN ST. PETERSBURG.

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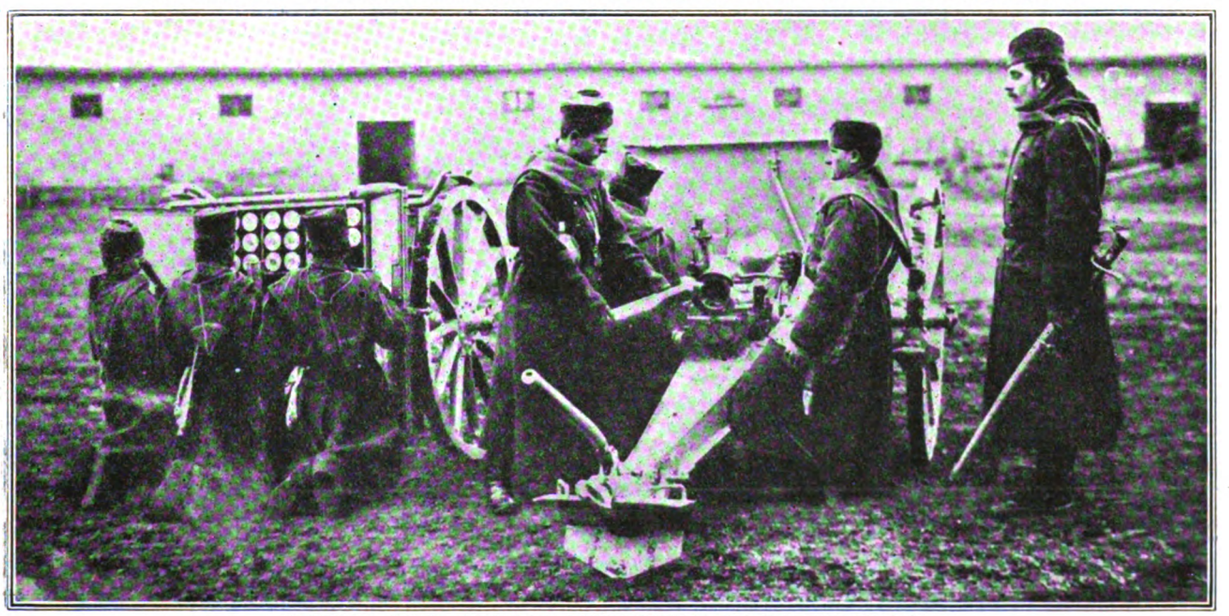


SERVIAN ARTILLERY WITH OXEN TEAMS, PASSING THROUGH NISH, ON THEIR WAY TO THE DRINA.





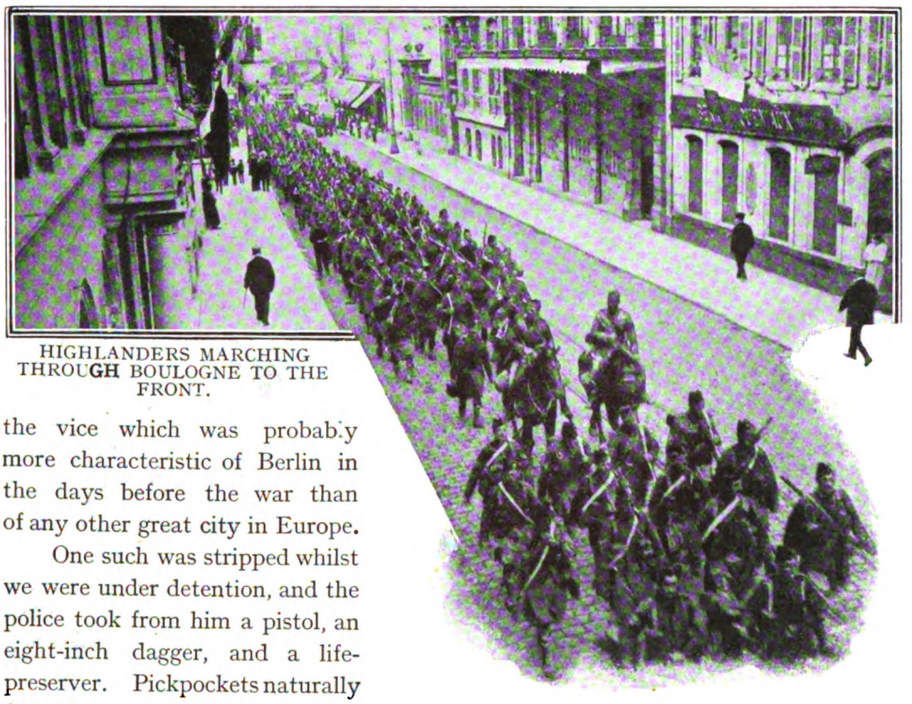
EVIDENCES OF THE RUIN WROUGHT IN BELGRADE BY THE AUSTRIAN BOMBARDMENT.



FRENCH GUNS HANDLED EFFECTIVELY BY THE SERVIANS.

A very important instrument in the crushing victory that the Servian Forces won against the Austro-Hungarian troops on the Drina, August 20-26th, was the artillery supplied by French manufacturers to Servia.

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HIGHLANDERS MARCHING THROUGH BOULOGNE TO THE FRONT.

the vice which was probably more characteristic of Berlin in the days before the war than of any other great city in Europe.

One such was stripped whilst we were under detention, and the police took from him a pistol, an eight-inch dagger, and a life-preserver. Pickpockets naturally felt this was indeed their harvest, and for once the ruthless police of Berlin were in no position to control the situation, for the authorities had of their own act permitted the mob to get out of hand. It will, perhaps, never be known how many people in Berlin were injured for life, not by the sabres of the police, nor by rifle and revolver of sentry or guard, but by the knife, which at all times has played an extraordinary part in the criminal history of Berlin.

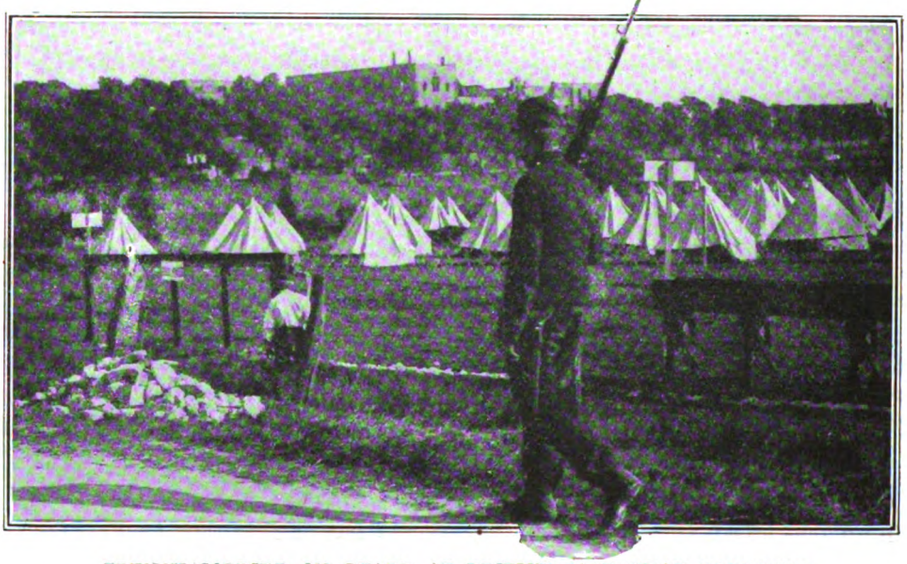
The Berlin mob gets out of hand

If it be remembered that in times of peace scarcely any motor-cyclist in Germany has ridden at night without a revolver in his pocket; if it be remembered that the great forests, which stretch from Berlin north and south and east and west, have harboured for years desperate gangs of ruffians, it will easily be seen that the suspension for a few hours only of the strong hand of the civil government may easily have been the cause of the unfortunate amount of lawlessness for which harmless civilians may often have been held responsible.

Outside the cities, particularly through South Germany, a yet more dangerous licence was permitted. One of the German papers—I think it was the "Lokalanzeiger"—published on Sunday, August 2nd, an amazing story from Nuremberg, to the effect that a huge quantity of gold, stated variously at twenty, forty, eighty, and even a hundred and sixty thousand pounds, had been in transport before the war from France to Russia.

When the war broke out, so the story ran, this gold had been hurriedly transferred to motor-cars, wherein it was to find its perilous way across Germany. From time to time further stories of this phantom gold appeared. Now it had been transferred to cars carrying the Red Cross flag; now they were American cars, with the gold guardians disguised as harmless tourists; and finally the crazy Press announced that countryfolk through Thuringia and Franconia would do well to look out for motor-cars containing middle-aged ladies. These, they said, were the gold-carriers in disguise.

There followed upon this the craziest gold-hunt throughout all Southern Germany. Villagers armed with sticks, shot-guns, and anything that came handiest, took to making unprovoked attacks upon motor-cars of all kinds.



FRENCH SOLDIER ON GUARD AT BRITISH CAMP NEAR BOULOGNE.
An interesting picture taken during the silent movement of the British Expeditionary Force to French soil, just before the advance to the Belgian frontier.

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THE UNIVERSAL KHAKI.
A Grenadier Guard on duty at Buckingham Palace. The fine trappings of peace were everywhere subordinated to the half-tones of war.

Amongst the victims were an Austrian officer, an Austrian countess, a lady of title in South Germany, and doubtless a number of other people of less prominence. For nearly a fortnight the authorities seem to have taken no step to put an end to this extraordinary folly. Finally, the General Staff was obliged to issue a notice inquiring whether the inhabitants of South German cities really any longer believed the idiotic story, and warning them that attacks on motor-cars for the future would be severely discouraged.

It was left, however, for the pacifist organ, the "Berliner Tageblatt," to complain querulously that it did not altogether approve of the discouragement of national enthusiasm. It complained in particular that, whilst it was doubtless right to avoid undue harshness in the treatment of English-speaking peoples, for fear they might prove to be Americans, it was perhaps unwise to check mob violence against foreigners, lest perchance it should discourage the seeking out of spies. If the cloak of humbug wherewith Germany—or, at least, the Prussian Press—has for so many years disguised its true sentiments needed any further rending asunder, its attitude in the fortnight preceding the war, and its sentiments after the outbreak, would have sufficed.

The encouragement of mob law

If it fared ill with anybody who could by any chance be suspected of being a foreigner (for to the German mind every foreigner was an ex-officio spy) in the cities, the fate of those who tried to travel across Germany after the outbreak of war was no less unpleasant. One by one unhappy Englishmen, caught, often with their wives, in Germany by the outbreak of war, struggled through to England, and brought stories of hardship and maltreatment such as have been unexampled since the days when freebooters rode through Germany, carrying torture, murder, and robbery to every homestead. A British Consul, travelling with his son and wife to the Danish frontier, was held up, and whilst his wife was kept in durance in one prison, he and his son were thrown into a cell with a wisp of straw to lie on, without sanitation and almost in darkness. Here he was kept for several days before a crazy officialdom consented to his release.

Travellers coming from the German health resorts of Nauheim, Homburg, Wiesbaden, and other centres along the Rhine were arrested again and again, subjected to the most barbarous indignities, and, in many cases, finally detained as being of military age.

Two explanations of the savagery with which a number of English people were treated in Germany upon the outbreak of war have been given at various times. It is alleged that in many cases persons arrested in the Rhineland were confronted by sergeants or other non-



ONLOOKERS AT THE RECRUITING ON THE HORSE GUARDS PARADE.
Recruiting receives a considerable stimulus by the infection of example as well as by news from the front. Many of those who go to look on at other men responding to the national call are themselves fired to the same response.

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AN INCIDENT IN THE HARD-FOUGHT RETREAT FROM BELGIUM: BRITISH TROOPS ON THE RIVER BANK PREPARED TO RESIST THE GERMAN ADVANCE.

Yard by yard the Anglo-French troops (as the French Minister of War courteously called the allied forces) vigorously and sternly resisted the overwhelming German forward movement, and scenes similar to this with burning buildings and broken bridges were to be seen on the Sambre and other rivers of the Belgian-French borderland.

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commissioned officers accustomed themselves throughout their military career to scenes of brutality, and quite unable to realise that the stripping of ladies in the open road to seek for bombs or secret documents was in any way unusual.

Had the ill-treatment ceased with these insults, the explanation might have been accepted, because the same excuse has been repeatedly offered to account for the brutality of many of the German police, who are for the most part retired Army men. But not even Germans could swallow such childish explanations of the assault with sticks and stones upon the British Embassy, as were offered on the following day. It was asserted that members of the Embassy staff, or some of the servants, had thrown small coins amongst the crowd, and that this infuriated the mob.



THE TRAMP OF WAR IN THE MIDST OF PEACEFUL ENGLAND.
An Army Transport convoy passing along a Buckinghamshire lane. Above, a battalion of the London Scottish marching through Hyde Park after parade. In circle, horses commandeered by the London Scottish.

The absurdity of this statement is shown by the fact that three minutes before the assault the Wilhelmstrasse, in which the Embassy is situated, was almost clear of people. When the news of the rupture of diplomatic relations circulated along the Linden a crowd of students and other people, including, as a matter of fact, a number of political detectives, gathered instantly, and the assault was committed within three minutes of the receipt of the news. Later, the Berlin papers "assumed" that the coins had been thrown by Englishmen residing in the adjoining Hotel Adlon—a suggestion which was even more childishly silly.

Another explanation offered for the maltreatment of foreigners by people in authority was that to a great extent the authorities in question were such as had not come fully under the salutary influence of German civilian education. There is, perhaps, some justice in this plea, though it must be remembered that capable critics of

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German education have long maintained that at best its influence on the moral character of the nation was virtually nil. How foreigners were actually treated, even such as could by no possibility be mistaken for other than harmless travellers, may be illustrated from the two first-hand accounts which follow :

Mr. George Bonar said : " On July 1st I left my wife, with two little boys, aged nine and seven, and a nurse, at Ems, and went to Norway for a fortnight's fishing. When war was declared I could not get back to them in time. The hotel people advised my wife not to run away, but to wait till the mobilisation was over and the railways free again. On August 3rd things got so bad that she decided to leave. With the children and nurse she left Ems by the 4 p.m. train, which she was assured would take her through to Brussels.

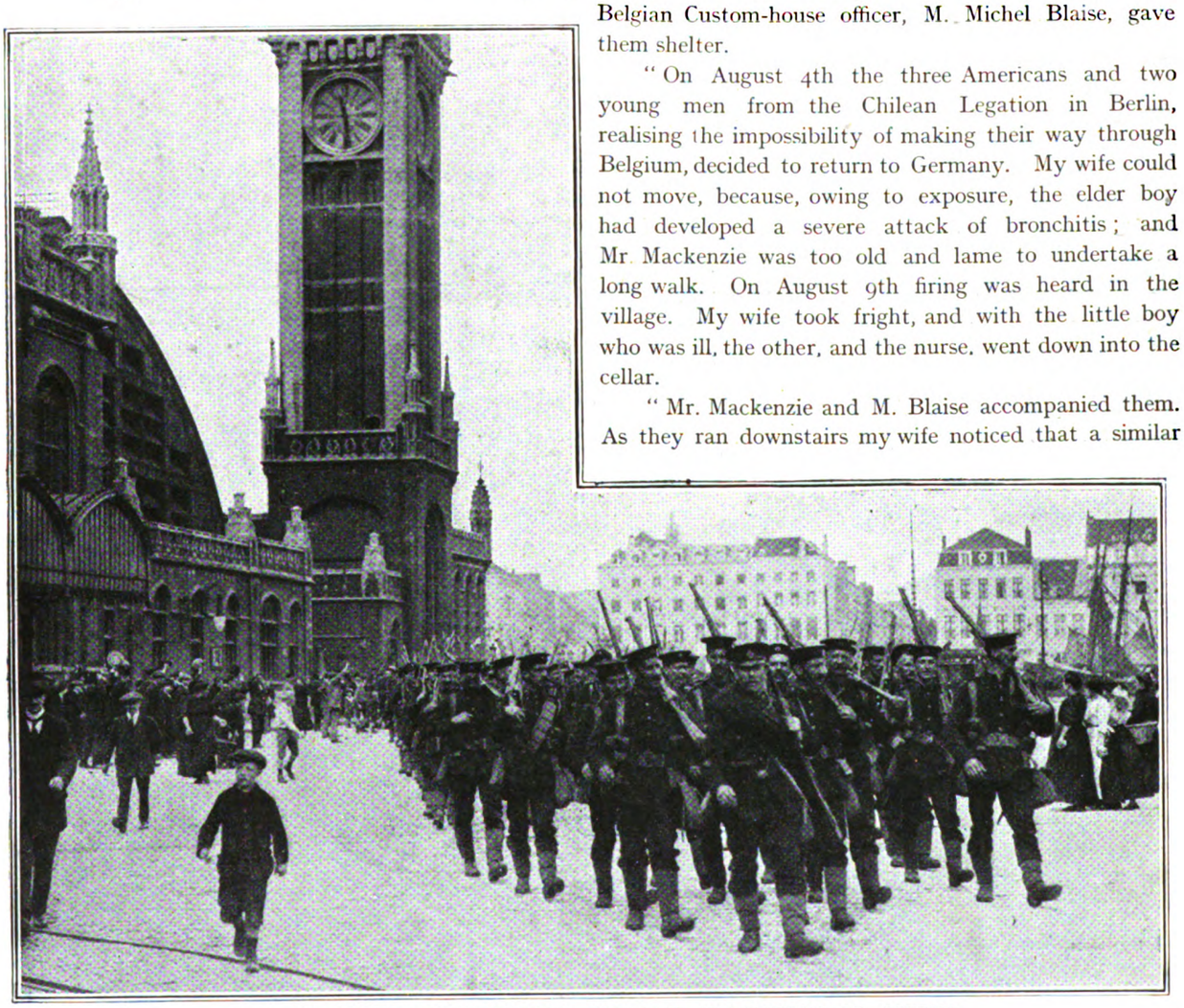
" At Herbesthal, the last town in Germany, they were peremptorily ordered to get out, as there was no longer a connection with Belgium. The only thing for them to do was to walk over the frontier to the nearest Belgian town, which was Wilkenraad. It was a miserable night, and rain fell heavily. At Wilkenraad hundreds of people of all nationalities were walking about the streets in the pouring rain unable to get accommodation. A woman took pity on the plight of my children, and put them up for the night. My wife had no money, but gave her some jewellery.

Miseries of harmless travellers

" It was thought that if they could get to Verviers they would be able to reach Ostend. A cart was obtained, and a hood was put over it to protect them from the rain. The party was composed of my wife and two children, the nurse, three American ladies, and a Scottish gentleman named Mackenzie, aged seventy-eight. On the road from the German town of Eupen they met the first German troops marching to Belgium. They were stopped, and the waggon was commandeered. The whole party walked to the little village of Baelen-Dolhain, where a Belgian Custom-house officer, M. Michel Blaise, gave them shelter.

" On August 4th the three Americans and two young men from the Chilean Legation in Berlin, realising the impossibility of making their way through Belgium, decided to return to Germany. My wife could not move, because, owing to exposure, the elder boy had developed a severe attack of bronchitis ; and Mr. Mackenzie was too old and lame to undertake a long walk. On August 9th firing was heard in the village. My wife took fright, and with the little boy who was ill, the other, and the nurse, went down into the cellar.

" Mr. Mackenzie and M. Blaise accompanied them. As they ran downstairs my wife noticed that a similar



THE BRITISH MARINES LANDED FOR THE PROTECTION OF OSTEND.

The German advance to the south having resulted in the evacuation of Belgium by the allied forces, much popular nervousness was felt on both sides of the "Narrow Seas" at the prospect of a German occupation of Ostend, only 66 miles from the English shore. The landing of a considerable force of Royal Marines, who are here seen marching into the town from the wharves, completely dissipated that nervousness.

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ROYAL MARINE OUTPOST AT OSTEND.
A party temporarily entrenched by the roadside in readiness for raiding Uhlans.



ROYAL MARINES MARCHING INTO OSTEND.

boys in her arms, and followed by the other, my wife ran into the street in front of the troops who were facing the house.

"'Are we to be shot?' she cried, speaking in German; and, for answer, she was ordered to stand on one side. She was followed by M. and Mme. Blaise. The moment M. Blaise appeared he was shot down and killed. Three bullets entered his body. Mr. Mackenzie was then seen coming along the passage. My wife ran up to the officer in charge of the troops, who was on horseback, and house on one side of them was ablaze. Almost immediately after they had reached the cellar they heard firing through all the windows overhead. After some time the doors and windows were broken in, and they were horrified to find that the soldiers were setting fire to the house. With one of the



THE CALM, UNRUFFLED GUARDIANS OF BELGIUM'S PLEASURE CITY.
Flying bodies of Uhlans were reported in almost every part of Western Belgium not occupied in force by the German army. To check these raids the Royal Marines were distributed in parties outside Ostend.

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clutching him by the leg, cried: 'For God's sake don't shoot that man! He is a Britisher merely taking refuge here!' 'Das macht nicht aus' ('That does not matter') the officer replied. He gave the order to shoot, and Mr. Mackenzie fell with a bullet in his breast. One shot killed him. My wife is perfectly certain the officer heard what she said.

"The ground floor of the house was by this time burning fiercely. My children were standing in the street in pyjamas and with bare feet, and my wife asked permission

EFFECTS OF THE TERRIFIC BOMBARDMENT OF LIEGE.
The ruins of a fort subjected to the fire of German 11 in. siege-guns.



HEROIC DEFENDERS OF BELGIUM IN THE HISTORIC TRENCHES OF LIEGE.

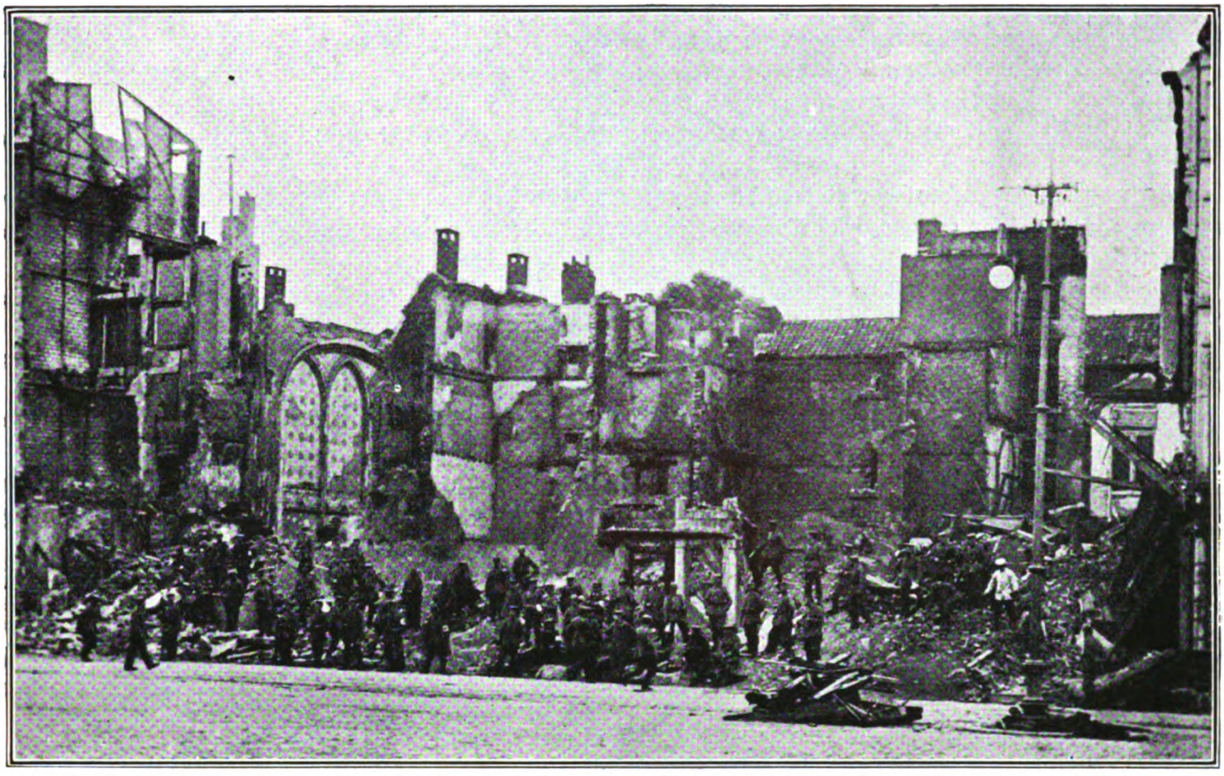
The above is one of the earliest authentic war pictures received in England. It was taken in one of the actual trenches before Liege, where the gallant Belgian infantry for three days repelled attack after attack from the Germans, until General Leman was compelled to evacuate the town.

to go into the house to rescue some clothes for them. At first the officer refused; but at last he consented, and allowed two soldiers to go with her. Three times my wife entered the burning house and reached the first floor, and threw down clothing to the soldiers. Her hair, eyelids, and eyebrows were singed, and my children are now wearing scorched clothing. My wife afterwards searched Mr. Mackenzie's body, and took about five pounds and his watch, which she gave to a poor Belgian woman who had lost both home and husband. She retained his rings, which she brought home to give to his relatives. Finally, after a series of adventures, she reached Cologne, and was escorted by a Dutch gentleman to England."



WITHIN A TRENCH NEAR LIEGE.
Belgians in one of the trenches thrown up in the woods a few miles from Liege, waiting the next of the series of German attacks.

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THE GERMAN MASTERS OF LIEGE AMONG THE RUIN AND DESOLATION THEY HAD CAUSED.

When the persistent German attacks had, utterly regardless of the cost in lives, succeeded in silencing one or more of the forts of Liege, and made a gap in the defences connecting them, the capture of the town became inevitable. Here German infantry are seen among the ruins of burnt-out houses in the Place de l'Universite.

The following is a detailed account of the insults and indignities offered by the Germans to the British Consul at Dantzic, Mr. Francis E. Drummond-Hay, and his wife and children, and the party who were accompanying him.

Authenticated accounts by members of his party show that not only the men, but also women and children of the Consular party, were subjected to treatment of a character that in many respects cannot be narrated in the public Press.

For some time before England and Germany were at war the wildest excitement prevailed in Dantzic. As far back as July 30th the Consul's telegrams were stopped or tampered with, and his telephonic connection cut off. (Great Britain declared war on Germany on August 4th.)

Mr. Drummond-Hay, Member of the Victorian Order, has had a long and distinguished official record, and for some time has been his Majesty's Consul for West and East Prussia and Posen, resident at Dantzic.

His first intimation that war had broken out was on the morning of August 5th, when a police officer visited the Consulate.

He was told he was under arrest, and must leave as soon as possible. The officials further intimated that even his life was in danger.

He was then conveyed to his private residence, six miles out of Dantzic, and told that he and his family had an hour to pack and clear out.

Mrs. Drummond-Hay, with her eldest son—a boy of sixteen who had just arrived from Cheltenham on his holidays



DESTRUCTION IN THE TOWN OF LIEGE.

Victorious German soldiers in the ruins of a house, in one of the principal squares, which was completely burnt out.

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—a younger son of eight, and Miss Stagg, the governess, had previously received a visit from the officials, and were in great distress, being unable to telephone to the Consul at his office in town.

Maltreating a British consul

On the arrival of the Consul at his private residence the police gave them an hour to pack their handbags. The party then left the house in a motor escorted by police and soldiers en route for the station. At every street corner rifles were levelled at them, and they were hooted at and insulted.

Arriving at the station, they were joined by the French Vice-Consul and a party of ten British refugees. Here they were molested by soldiers, who demanded passes, and after being taken by the police to a waiting-room were put into a waiting train.

They were told this would take them to Stettin, but that if they looked out of the carriage windows or left the train they would be shot. Instead of six hours the journey to Stettin occupied twenty-two hours.

The crowds on the platform were angry and menacing; insulting phrases were written on the carriages, and all food was refused.

When Stettin was reached the party were again told they were under arrest and that they would be locked



THE CHIEF OF THE VALIANT BELGIAN NATION RIDING AT THE HEAD OF HIS TROOPS.

From the first King Albert aroused the enthusiastic admiration, not only of his own subjects, but of all the nations friendly to the Triple Alliance, by his self-sacrificing and fearless efforts both on the field and in the control of his people's destinies.

up in the town. After managing to secure a sandwich the Consul and his party were bundled into another train for a further nineteen hours' run to Hamburg.

On this train they were again submitted to the greatest indignities. They were searched, insulted at night time, and unable to sleep.

A drunken sergeant with a levelled revolver entered their carriage, and the behaviour of all the soldiers and officials on the train caused the greatest distress, particularly to the ladies.

At Hamburg the travellers were for the first time courteously received by a German officer, who behaved as a gentleman. After a hurried wash the refugees were put into another train to convey them to the Dutch frontier.

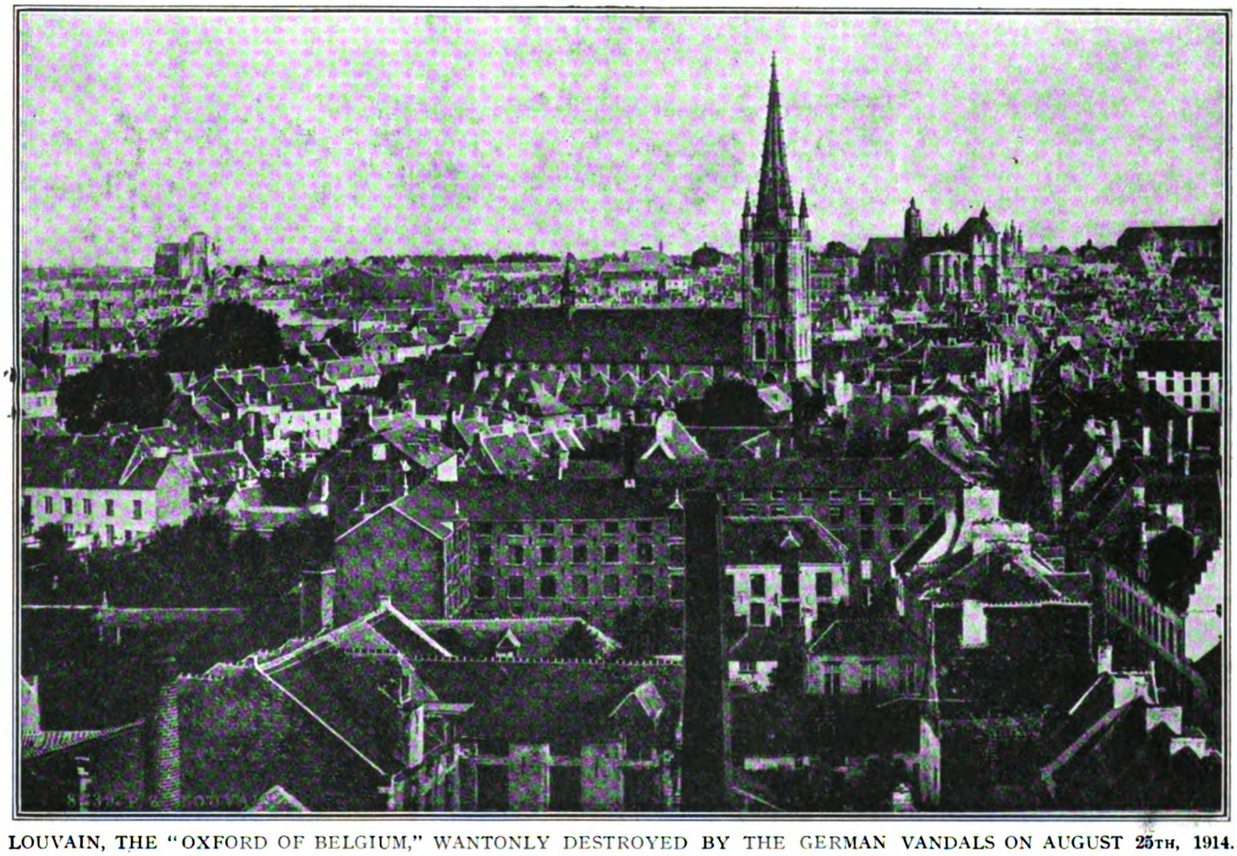
There the worst of their trouble began. After an examination of luggage the police refused to accept their passes, and they were told they would have to remain.

The ladies, they were informed, were free, but the men must stay. For seven hours the Consul and his companions were kept at the station, a man standing over them with a loaded rifle.

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BELGIAN ARTILLERY FALLING BACK ON LOUVAIN FROM TIRLEMONT, ON AUGUST 19TH, 1914.
In the distance can be seen the columns of smoke arising from the burning town



LOUVAIN, THE "OXFORD OF BELGIUM," WANTONLY DESTROYED BY THE GERMAN VANDALS ON AUGUST 25TH, 1914.
According to the official report, a German corps, on August 25, after receiving a check, withdrew in disorder into the town of Louvain. A German guard at the entrance to the town fired on their routed fellow-countrymen, mistaking them for Belgians. In spite of all denials from the authorities the Germans, in order to cover their mistake, pretended that it was the inhabitants who had fired on them, whereas the inhabitants, including the police, had been disarmed more than a week before. Without inquiry, and without listening to any protests, the German commander-in-chief announced that the town would be immediately destroyed. Soldiers furnished with bombs set fire to all parts of the town, and the splendid church of St. Pierre, the University buildings, the library, and the scientific establishment were delivered to the flames. A town of 45,000 inhabitants, the intellectual metropolis of the Low Countries since the 15th century, Louvain is now no more than a heap of ashes.

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After a time the ladies, after having been searched in a most indelicate fashion, were separated from their friends and sent off to a hotel, while the men were marched off to prison and thrown into cells

There they were searched, and the Consul and three others placed in a cell. The apartment measured twelve feet by five feet, and contained straw, a blanket, and a jar of water.

There the party were locked in and left the whole of one night and the following day, the cells being destitute of every sanitary arrangement.

At 9.30 on the following morning they were let out for half an hour and paraded with criminals before being re-conducted to their cell.

The guard who brought food was armed with a revolver, had with him a police dog, and he was followed by a rifleman. In fact, as members of the party say, they were like "rats in a trap."

Prussia in her true colours

On the following morning the ladies, who were completely broken down with anguish and suspense, were allowed to see their relatives. Mr. Drummond-Hay pleaded that his young son should not be longer kept a prisoner, and he was allowed to go out and join his mother.

At ten o'clock on the following night the Consul was told that he and his family and staff could leave. They reached Flushing after a further long and tedious journey, ten days after their departure from Dantzic.

Behind the firing-line Prussia threw off the thin veneer of civilisation which for forty years has disguised her true character, and showed herself in her true colours—as a land but little removed from barbarism.

Yet these were strange contrasts, and it shall be admitted that where the civil government of Germany still retained, or succeeded in recovering some vestige of control, the civil officials did try, however faintheartedly, to stem this extraordinary flood of militarist outrage. During the day which followed the outbreak of war between Britain and Germany the Emperor's court marshal sent a special message to the English chaplain in Berlin, the Rev H. N. Williams, informing him that he would do all in his power to assist the chaplain to keep open the English Church of St. George in the gardens of the Monbijou Palace, that he would arrange that there should be



THE DEFENCES OF A MAIN ARTERY OF ANTWERP.

In view of the German advance, the Belgian Government was moved from Brussels to Antwerp on August 17th, 1914, and on the same day the Town Guard was mobilised. The greatest Belgian fortress, and so long as its sea communications could be preserved, Antwerp was regarded as impregnable. In this photograph a guard is seen behind a rampart of sandbags piled on the banks of the Willebroeck Canal.

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BELGIAN LANCERS BIVOUACKED IN A WOOD.

The Belgian cavalry had taken advantage of every natural feature of the country to check German raids and harry their outposts, while all the time gradually falling back upon their last great stronghold of Antwerp, into which, from the first, it was intended the whole Belgian Army should withdraw, in order to sally forth at the critical moment later to assist the Anglo-French forces.

no difficulty in English residents attending service at their church as usual, and that he would be glad to learn of any arrangements for relieving distress among English residents.

Similarly, in some of the western cities, Englishmen returning stated that the officials treated them, at least with reserve, and often with decided courtesy. It was only when they came into contact with some rampant lieutenant, overwhelmed with a sudden sense of his own relief from the bonds of civil restraint, or with some half-crazy police-sergeant, ignorant, for the most part, of the very look of a passport, that maltreatment ensued. It is abundantly evident, from this and many similar instances, that what happened in Germany was the breakdown of the whole system of civil government, even where it was merely intended that it should be reinforced or controlled in its broadest outlines by the military governors. The Prussian military system and the German civil code came into conflict, and the victory of rampant militarism was assured from the outset.

Curious results of Germanic fervour

The sudden revolt against, or, as is more probable, the general fear of anything that might look foreign produced some results which, under other circumstances, would have been truly ludicrous. Most of the German cities had gradually become flooded with an international nomenclature of shops, and cafés, even streets. On the outbreak of war there was a hasty change, and whilst in London a Gambrinus still placidly continued its business, the cafés of Berlin hastily deleted even names that might suggest a foreign origin.

Sign painters had a busy fortnight changing the name of the Hotel Bristol, the Englischer Hof, the Café Piccadilly, the Prince of Wales's tailoring establishment, the London Bar, the Queen's Restaurant, the Palais de Danse, and a host of other establishments. The Café Piccadilly, the largest establishment of its kind in the world, was converted into the Hoch Deutschland Kaffee Haus, the Queen's Restaurant became the Speise Haus, 1870, and the restaurants suddenly indulged in an orgy of newly-invented German names for foreign dishes.

Greengages, for example, known for forty years and more to German gourmets as Reine claude, suddenly became raenekloden or, as in Cologne, renge lodden. The word sauce was banned, and its place taken by the curious Germanised equivalent "sosse." "Russian eggs," a favourite Berlin dainty, suddenly disappeared from the bill of fare, and were replaced by a mysterious dish called "sauceeggs." Elsewhere the enthusiastic patriotism of young ladies' schools produced equally curious results. In a girls' high school in the Rhineland a deputation

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GERMAN LOOTERS RETURNING TO CAMP.
Remorseless in its prosecution of every phase of war by the sternest and most savage measures the German army spared the inhabitants in nothing. Here a party is seen returning from looting a Belgian farmstead.

of Rhenish damsels waited upon the head teacher at the beginning of the day's work and informed her that it was not to be expected that patriotic German girls should consent any longer to learn the tongues of alien enemies.

French and English, they declared, must forthwith disappear from the curriculum, and it was only when the mistress pointed out that up to the present they could still learn "American" that the young ladies consented to resume their study of the language of Shakespeare.

The tumult and excitement which ran riot through Germany in the first week of the war cooled rapidly, as had been expected, when mobilisation was complete. German thoroughness was not likely long to leave the question of the harvest, the problem of provision for the civil population, and of maintaining the large numbers of women and the lesser numbers of men thrown out of work, to the well-intentioned efforts of amateur organisations. Little by little the military control closed its grip upon the whole country.

Mob law ceased on August 15th, when the steady growth of the Russian pressure in the east, combined with Austrian defeats by the Servians, made it necessary for the Germanic allies to call up the Landsturm. Now market-place, theatre, bar, and avenue were cleared of the crowds who had done so much fighting with their lips. The summoning of the Landsturm came, to some extent, as a surprise, for even the day before many people appeared to have thought that this last call on the population of the nation in arms could be avoided. What it meant to the country can be shown by a single instance. The tram system of Berlin, probably in peace time the most effective as it is the cheapest passenger transport system in any European city, employed about nine thousand men as drivers and conductors.

Germany's last call on her people

Three thousand of these were called away by the first mobilisation order, but when the order summoning the Landsturm was promulgated the company found itself with about a thousand men to continue its work. These were employed at once as drivers, whilst the conductors were replaced by women, in many cases the wives of men sent to the front. They were paid at an average rate of about fourpence an hour. Similarly, the companies controlling the taxi-cabs, so far as they had not simply withdrawn their cabs altogether, obtained permission to employ a number of women who held licences as drivers.

In place of petrol, which was virtually unobtainable, owing to the commandeering of all supplies for the Army, they took to using benzol, which itself became very scarce, and even alcohol. Very soon there was an outcry about this employment of the wives of men already sent to the front. It was pointed out by newspaper after newspaper that these women were already insured so far as possible, against actual starvation, by the Government.

On the other hand, there were, not hundreds, but many thousands, of young women, largely unmarried girls, who had



THE WORLD-WIDE MENACE OF THE SPY.
A German spy found on one of the docks at Montreal escorted to the Military Prison. The Canadian authorities had carefully guarded all important points against spies and the enemy's agents.

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Specially painted by R. G. Matheus for "The Great War" [*from sketches supplied by a correspondent in Antwerp.*

THE ZEPPELIN BOMBARDMENT OF ANTWERP ON AUGUST 24TH IN DEFIANCE OF THE HAGUE CONVENTION.

On the night of August 24th, 1914, a Zeppelin airship sailed over Antwerp and dropped shrapnel bombs, killing ten persons, including four women, injuring a number of others, and causing much damage to the Royal Palace and other buildings. An attempt was made to repeat the raid on the following night. These raids aroused much indignation both in Europe and America, as they were in direct contravention of the provisions of the Fourth Hague Convention, which Germany signed.

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"A CERTAIN LIVELINESS IN THE NORTH SEA"—OUR BA



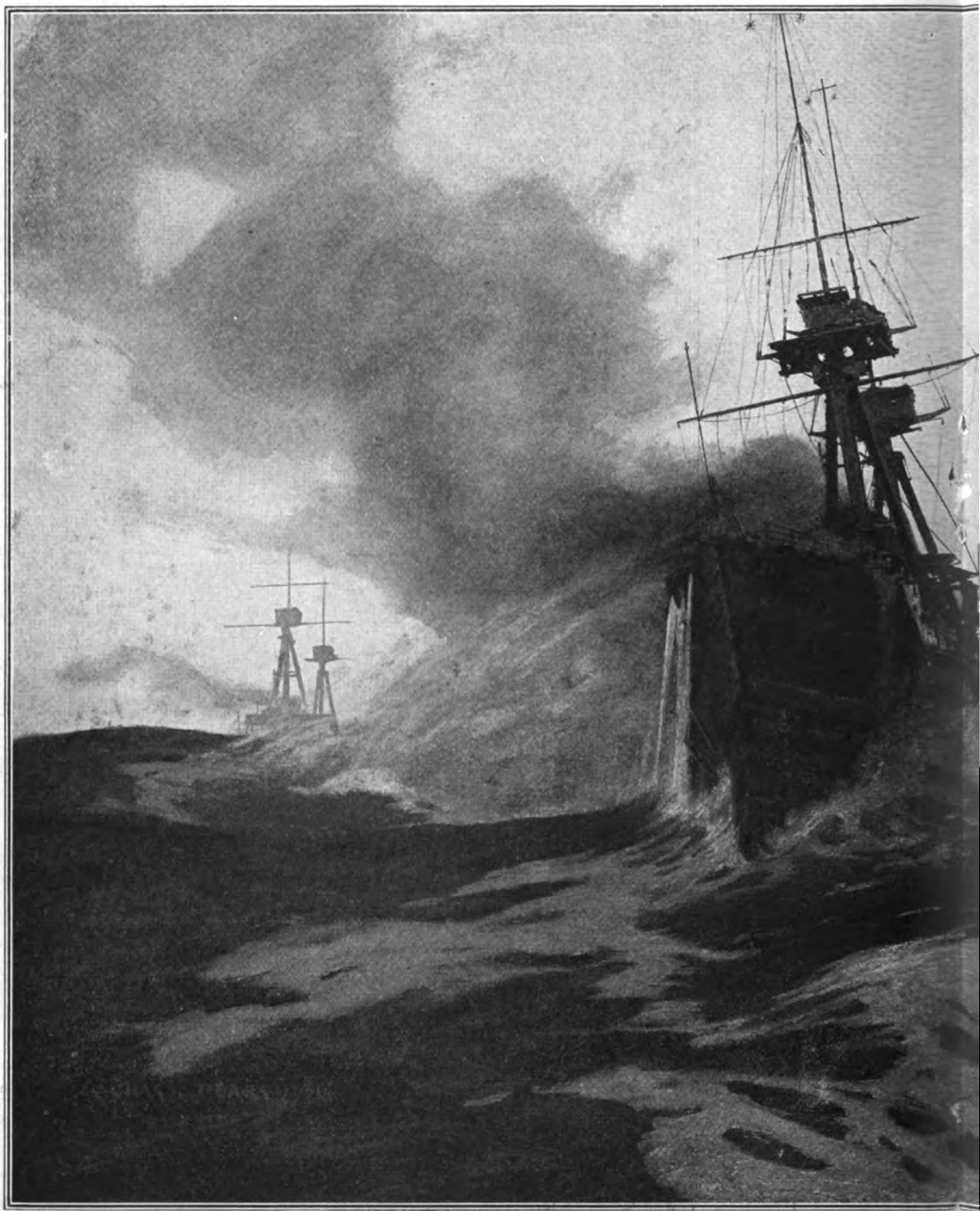
VICE-ADMIRAL BEATTY.
In Command of First Battle Cruiser Squadron.

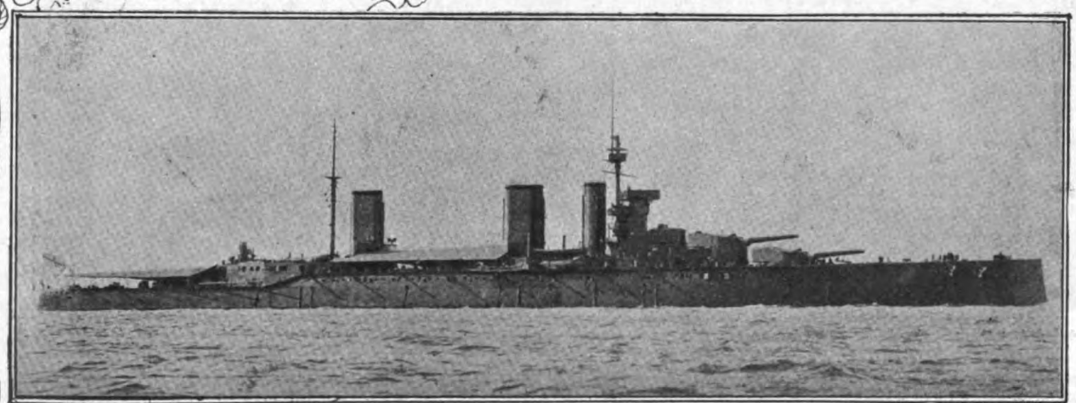


COMMANDER GOODENOUGH.
H.M. Light Cruiser Southampton.



COMMANDER KEYES.
Commodore of the Submarine Service.





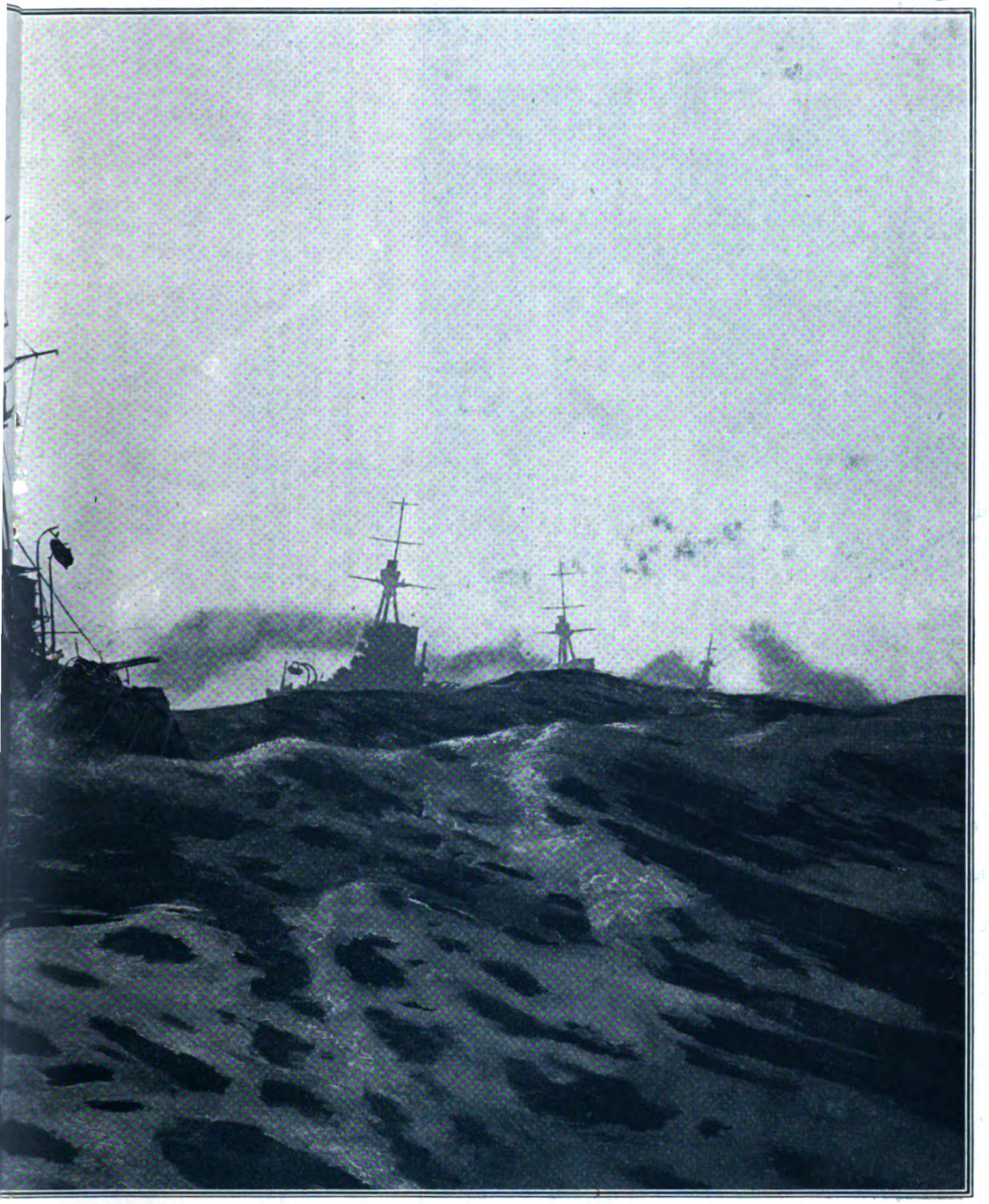
H.M.S. Lion, Flagship of Admiral Beatty, with the Battle Cruiser Squadron.

WATCHING AND WAITING

The North Sea was only kept clear for British and neutral shipping by the ceaseless patrol of the British Fleet. At different times the grouping of the naval forces would be re-adjusted to some extent (as after the successful transportation of the Expeditionary Force), and the German scouting vessels, out to gain information of these movements, would have come more or less into contact with British sentinels. The desultory fighting that would result fairly frequently was probably what was referred to in the official report as "a certain liveliness in the North Sea." The German patrol

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RATTLE FLEET KEEPING SLEEPLESS WATCH AND WARD.





REAR-ADMIRAL MOORE.
Third Sea Lord.



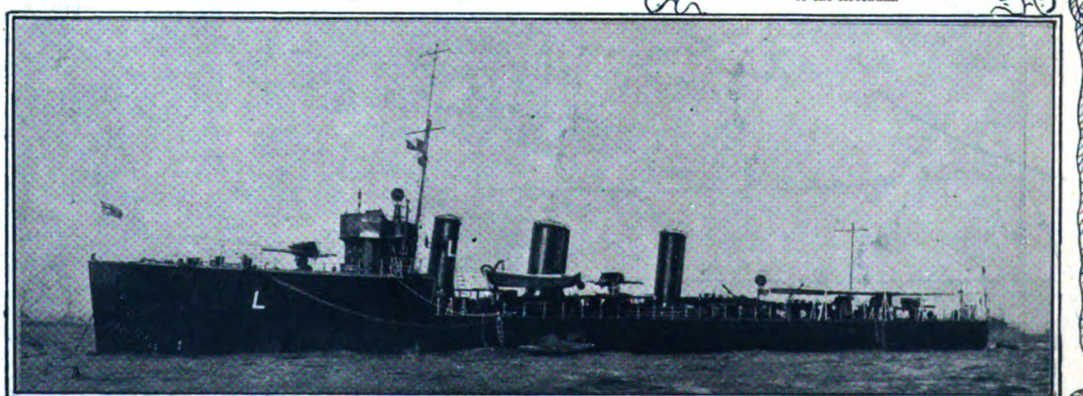
REAR-ADMIRAL CHRISTIAN.
Mentioned in official account of the action on August 28th, 1914.



COMMANDER TYRWHITT.
of the Arethusa.

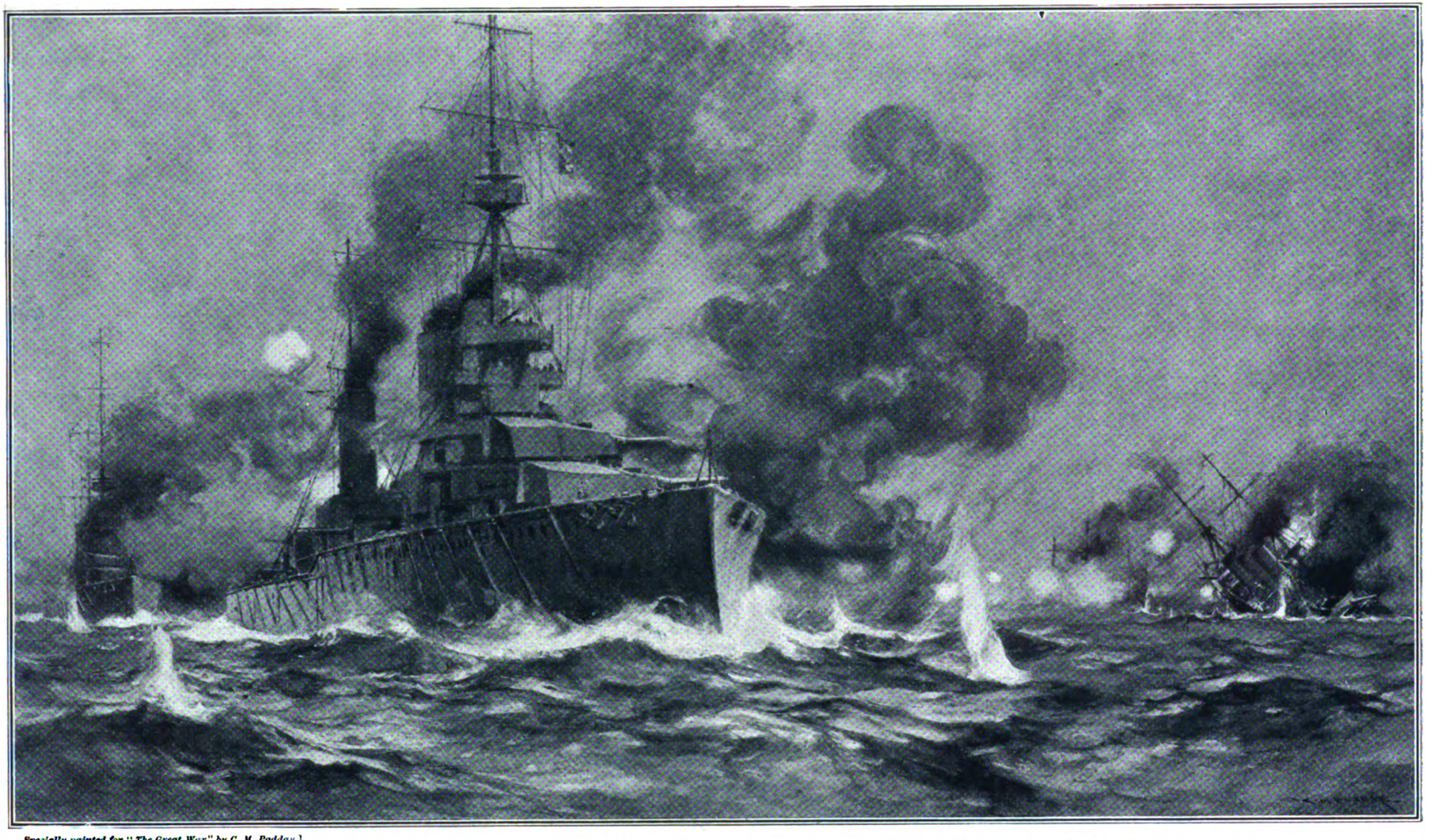
THE ENEMY'S APPROACH

would, of course, run no risk of an engagement, but would make for safety at the first intimation of forces supporting the sentinel craft. It is no part of a scout's business to get caught. It had been often said by the enemy that they would be able to take advantage of fog to raid our ships or our shores. There was a haze off Heligoland on August 28th, but it was the German fleet that was raided, just as a few years ago when a British Cruiser squadron visited Kiel it found its station whilst the German vessels sent to greet it waited outside for the fog to lift.



H.M. Destroyer Laertes of the First Fleet, damaged in the action on August 28th, 1914.

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Specially painted for "The Great War" by C. M. Padday.]

THE SPIRIT OF OUR OLD NAVY YET LIVES—THE "DRAKE TOUCH" IN THE NORTH SEA.

The cruisers and destroyers making up the outer guard of the German Fleet safely ensconced behind Heligoland appeared to have supposed that the indiscriminate laying of mines must deter the British Fleet from any considerable operations in the North Sea. Accordingly, their scouts and patrols showed some activity, referred to in an earlier official statement as "a certain liveliness." But their security was false. Based upon information obtained by submarines, the First Light Cruiser and the First Battle Cruiser Squadrons on August 28th, 1914, engaged the German vessels in the Bight of Heligoland in an "operation of some consequence," as it was styled in the official report. This cutting-out action, strongly reminiscent of the tactics delighted in by Drake, was brilliantly successful. Led by the Arethusa, a new oil-fuelled light cruiser, with an attendant fleet of destroyers and submarines, and aided at a concerted moment by the Battle Cruiser Squadron, the British ships sank three German cruisers and two destroyers and damaged many others, without the loss of a British ship of any kind, and with light casualties. Portraits of the commanding officers engaged in this most skilfully handled operation appear on the preceding page.

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been thrown on to the streets by the ruthless dismissals carried out by the large stores, wholesale houses, and factories.

So far as the factories were concerned the dismissals were to a great extent unavoidable, since the men trained to control the machinery, overseers, foremen, clerks and managers, were alike now bearing arms. But it would appear that the huge stores, which had gradually become the foremost feature of the shopping world of German cities, acted immediately after the outbreak of war upon principles which were hard to reconcile with the patriotic announcements pasted in their windows. At the end of August, when the legal notices of dismissal took effect, many hundreds of young girls, who had at all times found it difficult to make ends meet, were thrown upon the street.

German brutality begins at home

Charitable organisations did their best to deal with the situation. Cheap kitchens sprang up in all quarters of the town, and the most famous of these organisations, the "Lina Morgenstein," issued an appeal for premises where their relief kitchens could be established. Satisfying meals began to be provided at incredible prices; young girls thrown out of work could obtain a full meal for prices as low as a penny-halfpenny and as high as fourpence. Side by side with this army of girls there was another, even more pitiable class, for whom it was difficult to make any satisfactory arrangement. This was the great class of lodging-house keepers, proprietors of pensions, and still more of women who had subsisted by letting rooms to factory girls and foreigners.



FRENCH CAVALRY TO AID THE BELGIANS AT NAMUR.

Before the fall of Namur rendered Franco-Belgian operations in that district useless, French cavalry reinforcements were pushed forward to support and cover Belgian infantry round Namur. One of the many devices adopted against the ubiquitous raiding Uhlans was the blocking of roads by obstructions such as that which Belgian soldiers are seen removing. Inset: A Belgian soldier writing on the field to his family.

The city of Berlin, in particular, began suddenly to realise to what extent it had depended for its very existence upon Russians, Americans, Austrians, Swedes, and other foreigners. Whole classes of its female population, with scores of tradesmen, found themselves faced, not only by ruin, but by actual lack of food to appease their hunger, and the Government was compelled—earlier, probably, than had been supposed—to step in to save these people from sheer starvation. Very soon, too, it became clear to Germany what had been effected by the silent, unsensational work of the British Fleet. In all directions the military governors had to announce that great restrictions must be placed upon the use of electricity, coal, gas, and so forth. Largely with this object an order was issued suspending inter-urban traffic after midnight.

Effects of British sea command

It is true that the dancing-halls of the city, which had given Berlin its peculiar cachet, were allowed to keep open their doors in many instances, but they were forbidden to employ orchestras playing ragtime tunes, they were compelled to reduce their lighting plant, and a sharp control was even exercised upon the supply of alcoholic beverages. To all intents and purposes the stopping of tram and train service after midnight put an end to the night life of Berlin. The business of the civil population, as the military government conceived it, was not to keep things going, but to discontinue almost all forms of relaxation involving expenditure. Electric light advertisements, illuminated sky signs, and even the excessive illumination of shop-windows was either forbidden or greatly restricted.

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GERMAN CAVALRY RAIDERS CROSSING THE MEUSE IN CANVAS BOATS.
Parties crossed the river in canvas boats bound together with lances, while the men used other lances as oars. The horses were made to swim across.

Nor did the newspapers escape the heavy hand of the military authorities. The reckless flooding of the streets with free editions announcing great German victories was summarily stopped; and just as at the outset the Government had seized the opportunity to favour those individuals who had for years subserved their purposes, so now they took the same line against such papers as had in peace times dared to criticise Army or bureaucracy. The publication of military news was restricted to the bare statements issued by the General Staff, and the authorities saw to it that these announcements reached the reptile Press sooner than papers which had been numbered amongst the critics of the Government system.

But they were careful, as in all else, to maintain the cloak of righteousness. At first, for example, the sale of Socialist papers was forbidden on bookstalls and in the street; but even this restriction was removed as soon as the iron had eaten into the Socialist soul, and the international theorists upon whom a few foreign observers had set their hopes had in turn taken up that patriotic attitude which competent critics had always expected of them. It may none the less be true that there was amongst considerable sections of the community a conviction that the war had been thrust upon them, not by dire necessity but by the ungoverned ambitions of the militarist caste.

Berlin's cloak of righteousness

But the temper of the mob, inflamed, as has been seen, by the deliberate action of the authorities, was such that even the expression of the mildest criticism was like to prove dangerous to life and limb. The most strenuous advocates of the general strike, and even that arch-enthusiast, Rosa Luxemburg, were left unmolested by the authorities, who, grinning in their sleeves, commended such unpatriotic personages to the gentle attentions of the mob.

To revert for a moment to the effect of the war upon German commercial life, it should be remembered that, to a very large extent, even in peace time, the trade and commerce of German towns had depended upon the requirements of members of the armed forces. There was work enough, of course, in Essen and Dusseldorf, in the tinned meat factories in the neighbourhood of Berlin and in the Rhineland, in the huge establishments manufacturing war stores of every kind, but elsewhere there was a sudden cessation of demand.

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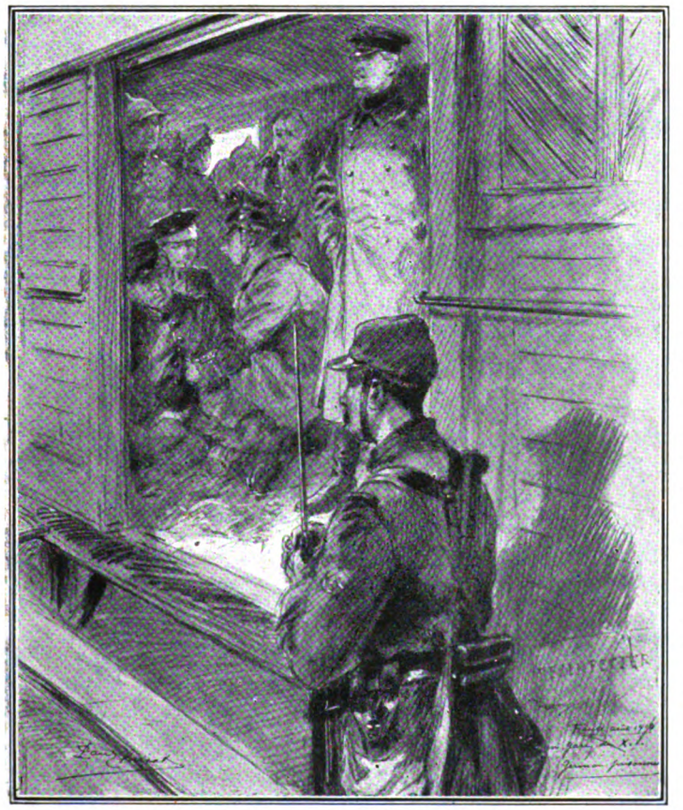
Many tradesmen, especially in small garrison towns, had subsisted upon the patronage of Army men of the active or retired services. These found their trade suddenly vanish, and indeed it became clear that the repeated warnings of people watching the progress of Germany against the growth of luxury and extravagance in all classes were justified more by the sudden cessation of this demand for luxuries than by any apparent weakening of the stamina of the nation in its hour of need. Of the many thousands of men, and more especially of women, who found themselves suddenly without employment and without means of subsistence, a large proportion had been employed in the production of articles unknown, or almost unknown, to the nation which fought the war of 1870; and it may well be that the growth of luxury recoiled sooner upon the heads of those who had ministered to it than upon those who had indulged therein.

In Germany, no less than elsewhere, there was not only an overlapping of charity, but also at the outset, a remarkably unintelligent employment of voluntary assistance. This was most noticeable on the whole in the case of the Post Office Whilst there were crowds of women clamouring for any employment of any kind that would give them a roof to cover them and bread to eat, the German Post Office began to employ as volunteers the sons of good families (even noblemen's children are said to have been amongst them) to fill the places of postmen, letter-sorters, and other officials sent to the front.



IN THE OLD ALSATIAN LAND AGAIN.

When the French outposts entered their old lost province of Alsace, the first thing they saw was a vision of two children gathering wood, heedless of war and its horrors.



EXILES FOR THE TERM OF THE WAR.

German prisoners at a French railway station. It is said that the German private accepted his captivity with calmness and equanimity, but that officers proved unable to adjust themselves to their situation.

Protest after protest began to appear in the popular Press, but some weeks passed before the Government took it in hand to remedy a shortcoming, which in well organised Germany was, to say the least of it, less to be expected than elsewhere. The measures taken for getting in the harvest were, on the other hand, both prompt and so far as could be judged, effective. So soon as the mobilisation was completed, the Government announced that a large number of free tickets would be issued to suitable persons of either sex willing to be transported where the need for harvest hands was greatest. In particular, these free tickets were issued to people desiring to return from the cities to homes in the country, where the harvest was still in progress.

It was calculated that in such cases the cost of maintenance was reduced from nearly three pounds to about fifteen shillings a month—that

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HAPPILY ENCAMPED AMIDST THE RUINS THEY HAVE MADE.
German infantry resting in the yard of a Belgian farmhouse destroyed in the fighting.

is, of course, the cost to the State in the way of consumption of food, light, and the other necessities of existence whereof Germany soon found herself obliged to be extremely economical. Wherever schools could be used in the early days without long transport by rail, the schoolboys were virtually compelled to assist in the work of the harvest; and even later, when the potato crop was being gathered, they were employed to gather the bundles of dried potato halm, and, later, to sort the tubers themselves. Towards the end of August, when communication by train once more began to be more or less possible, large numbers of people left Berlin and other cities for the open country, carrying with them, for the most part, no more than a blanket wherewith to modify the unaccustomed bed of straw in a barn, which was all that they were offered. The average payment for their services was about ninepence a day.

Boys forced to the harvest

Other official measures to control the sudden dislocation of employment were, for example, the announcement that an eight hours' day would be made the maximum in all trades not concerned immediately with the provisioning of the Army. As has already been pointed out in a previous chapter, one of the earliest signs of the money stringency was the disappearance of small change.

In some parts of Germany, particularly, it would appear, in the mining districts of Silesia, it became necessary for the municipalities to issue local notes for small change. The authorities of Gleiwitz, the well-known mining town, for example, issued local paper notes of the value of one shilling, having currency only within the town and its immediate district.

Much self-congratulation was expressed by the German Press over the fact that Germany, alone of the great nations, found it unnecessary to resort officially to a moratorium. There is, however, an explanation of this fact which seems to have been unduly overlooked. The German civil code provides for a kind of private moratorium between debtor and creditor in the event of war. It is true that the provision is not automatic, and that in each

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TRANSPORTS OF THE INVADING GERMAN ARMY IN BELGIUM.
Forage waggons passing through Mouland, a village on the Belgian frontier of Holland north of Visé, and one of the first to be burnt by the invading army from Aix la Chapelle.

separate case it is necessary for the debtor to apply for a postponement of payment through the courts, but arrangements were made whereby such applications should be heard swiftly and relief granted instantly. The result, of course, was that whilst the Empire did not publicly resort to a moratorium, the actual use of this system of officially recognised and controlled private moratoria was very extensive, and served the same purpose. It would almost appear as if here, too, Germany had rather successfully thrown a veil over the actual facts of her situation.

In any case, the German claim that the special measures resorted to by other countries were, for her, quite unnecessary is scarcely justified by the facts The virtual cessation of foreign business necessarily hit the country very hard, but the collapse of her industrial and commercial activities with the consequent growth of unemployment, was not so immediately apparent as it would have been had she not sent one-tenth of her total population into the firing line. German economists had always reckoned that the real pinch would not come until eight or ten weeks after the outbreak of war, and it was because she realised this that Germany, so far as one could judge from published statements, had always largely depended on sudden overwhelming strategy and tactics rather than upon a long war, fought to the last man and the last gun.

Victory for Germany speedily or never

Victory must come, her economists appeared to believe, either speedily or never, and this was the real clue to that curious parrot cry of her newspapers, "Paris within a month." A long war, Germany well knew, would be decided behind the firing-line.

Not until the war had been in progress for nearly a fortnight was it possible to see how changed was this German people from the hardy folk that had fought forty years previously. Little by little her population had been drawn to the great urban centres, her people had grown accustomed, if not to luxury, at least to conveniences.

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FRENCH CAVALRY MOVING TO CO-OPERATE WITH BELGIAN FORCES AT NAMUR.
This forward movement had to be abandoned after the unexpected fall of Namur had rendered impossible the outflanking operations through the Ardennes, of which it was hoped to have been the pivot.

Their palates had been spoiled for hard fare by delicacies. Their tastes had grown less stern and their requirements greater.

It may have come, therefore, somewhat as a shock to those who still preached that the Germany of 1914 was the Germany of 1870 grown richer and better prepared to find that edicts had to be issued, one after another, restricting the amusements of the people in war time. Between August 15th and the end of the month one finds such announcements successively. Cafés and dancing halls were only allowed to present such music as suited the circumstances in which the nation found itself. Ragtime was not to be tolerated, songs must be either grave or patriotic, theatres were to present only pieces of a warlike or patriotic nature, musical comedy was virtually taboo, and the tingel-tangel, the café chantant, and the cabaret were recommended to close their doors.

No "ragtime" or comedy in Berlin

The Saturday and Sunday dances beloved of German maidservants were suppressed, and the nation was warned that in this grave crisis of its history gravity must be enforced where it was not voluntarily practised.

It is true, however, that these were largely measures necessitated by the change in the character of the urban population.

It will have been noticed that the crack regiments sent to the western front were drawn very largely from the east and from the south. Here dwelt in peace time the dour yeomen who forced a scanty livelihood from ungenerous soil under unfavourable conditions.

The German General Staff was under no illusion as to the quarters whence it drew the best troops, for the men who had turned the sandy deserts of Eastern Prussia into a garden were the men who might be expected to turn defeat into victory on the field.

Hence the policy of transferring many of the eastern regiments to the fighting-line in the west was not entirely dictated by the desire to avoid any possible reluctance to lay waste, if necessary, a country which was their own homeland, or to fire upon frontier folk who for years had been their neighbours.



THE FRENCH SOLDIER'S DINNER.
With cauldrons of soup and loaves tucked under their arms the frugal meal is complete.

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THE FLOWER OF THE FRENCH ARMY AT NAMUR.
A squadron of French Lancers quartered at an inn near Namur. They were to have taken part in the general offensive designed against the German line of communications through the Ardennes.

CHAPTER IX.—THE GERMAN HOST FALLS ON BELGIUM.

"Only a Scrap of Paper!"—Luxemburg's Neutrality Brushed Aside—Kaiser's Mistaken Idea of Belgian Weakness—King Albert's Supreme Appeal to Great Britain—Sir Edward Goschen's Negotiations at Berlin—British Ultimatum—Belgium's Neutrality Must be Respected—British Ambassador's Remarkable Conversation with Imperial Chancellor—War!—German Army Moves on Liege—Awful Punishment from the Forts—Assault after Assault—The Town Falls—A City of Death—The Forts Crumble One by One—General Leman a Prisoner

"ONLY a scrap of paper!" said the German Imperial Chancellor, amazed and indignant, to the British Ambassador in Berlin. A treaty! A promise! A pledged word!

Surely a very little thing to go to war for! "Only a scrap of paper!" But the scrap of paper meant Britain's word given to a weaker nation. And we choose to keep faith and to honour our bond.

* * *



DISMOUNTED FRENCH CAVALRY FIGHTING A REAR-GUARD ACTION.
One of the hundreds of small contests in the long, fiercely pressed strategic retirement of the allied forces through Northern France.

Germany, aiming at the heart of France, had the choice of two lines of attack, once war was declared. The first was barred by a succession of fortresses. The second was protected by a barrier of a more intangible kind—the pledged word and the honour of the nation. The rulers of Germany resolved to let honour go, to break their pledge, and to move forward by the second path.

The central idea of the German plan of campaign against France has always been surprise, speed, and overwhelming force. The entire forces of the Empire were to be mobilised at once, and immense masses of soldiers hurried in the direction of Paris, before France had time to complete her plans or assemble her troops. To this end every effort had long been directed. Everything had been kept ready year by year along the frontiers of Alsace-Lorraine and Luxemburg, from the little stocks of emergency rations renewed each week the holsters of every cavalryman, to stores of provisions in the towns, the hay waiting in the mangers, and chloroform and lint in the hospitals. Sufficient carts and horses or motor-waggons were always available.

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Along the line of frontier there were hospital stores and bedding to deal with 160,000 sick and wounded men within six weeks of the outbreak of war. Nothing was left to chance. Endless lines of detraining platforms at the frontier stations, sufficient in number and length for Army units, were prepared. Germany was ready.

The direct line of attack lies along the border of Alsace and Lorraine, from Longwy, near the Grand Duchy of Luxemburg, to Belfort, on the edge of Switzerland. Along this whole line France has built a series of strong linked forts and other defences between Belfort, Epinal, Toul, and Verdun. These four great fortresses, with their supporting chains of forts and long lines of entrenchments, present a formidable front. It would be madness to expect to capture them by storm, even with the most recklessly brave attack. They would require weeks and possibly months of formal investment. They presented an obstacle which even the German Imperial will had to admit might be fatal. They might be taken in time, after great slaughter and at great price, as Port Arthur was taken by the Japanese. But the delay would enable France to make herself ready.



INDIAN TROOPS FOR EUROPE.
Great satisfaction was aroused by the announcement that it was decided to bring over divisions of Indian troops to reinforce British troops in the field.

The other choice before Germany was to attack France through neighbouring states—the Grand Duchy of Luxemburg and the Kingdom of Belgium. Germany, however, had pledged and repeated her word in solemn treaties to leave the neutrality of these two states inviolate.

The Grand Duchy of Luxemburg is a survival from mediæval Europe—a little state planted down between France, Germany, and Belgium, less than a thousand square miles in area, with a population of a little over a quarter of a million people. In other words, it has an area of something less than the county of Northampton, and a population considerably less than that of the borough of Bradford. It has long been one of the most placid, peaceful, and prosperous corners of Europe.



OFFICERS AND MEN OF SIKH REGIMENT.
The burning desire displayed by all sections of the Indian Army to serve in Great Britain's hour of need sufficiently dispelled certain absurd German hopes.

Its ruler, the Grand Duchess Marie Louise Adelheid, governed her little Duchy in constitutional fashion through her Upper House and representative Parliament. All the formalities of a great Court were maintained. The people had long been very prosperous. Education was abundantly provided for in excellent schools. There were Courts of Law, local tribunals, and a High Court of Justice. What Luxemburg lacked was a defensive force. Its old-times fortifications had been dismantled, and its Army consisted of a small troop of Royal Guards, who, in addition to their military duties, performed auxiliary work as postmen.

Luxemburg was for many centuries the very heart of the fighting ground of Europe. Campaign after campaign swept over its borders. In 1867 it all but caused a war between France and Prussia. The Powers of Europe extended to the little state their protection in that year. In a treaty drawn up at that time, to which

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Great Britain, France, and Prussia gave their adherence, the Grand Duchy of Luxemburg was declared neutral territory, and Europe pledged itself to maintain its neutrality.

With Belgium there was a similar obstacle. Here, too, we have a little country that was for untold centuries a land of strife. It was nicknamed the " cock-pit of Europe," and with good reason. Here the struggles of many nations, the struggles of religions, and the struggles of race seemed to centre themselves. Here Catholic Spain and Protestant Holland met. Here the first Churchill won his dukedom. Here Napoleon met his Waterloo. Soon after the close of the Napoleonic wars the Powers of Europe determined to bring peace to Belgium. The neutrality and independence of the land were defined in a treaty drawn up in 1831, and finally ratified in 1839, to which England, France, and Prussia were parties. No Power was to invade Belgium, no Power was to attack her, no Power was to move its troops through Belgian territory. This pledge was subsequently repeated and confirmed on more than one occasion.

The " cock-pit of Europe " in peace

Under this European pledge of peace, Belgium flourished amazingly. Fresh industries sprang up, and great manufacturing and merchant towns, such as Antwerp and Liege, attained prosperity. Antwerp became one of the greatest ports in the world. Scores of thriving centres of population came into being. Brussels grew to be a little Paris, and its delights and glories, its art treasures, and its pleasant life, drew visitors from everywhere. There was Louvain, the Oxford of the low countries, a centre of culture ; and Malines, of lace fame, a combination of quaintness and modernism. Ostend grew to be the most fashionable watering-place in Northern Europe.



AMERICAN VOLUNTEERS FOR THE FRENCH ARMY ON THEIR WAY TO ENLIST IN PARIS.
American private sympathies are almost entirely with the forces of the Triple Alliance, and in Paris American residents are translating their sympathies into practice, as in the case of the party seen above on their way to enlist.

The Belgian people, under the protection of the great Powers, almost forgot in time the generations of cruel suffering that they had endured. Here and there you would find in the country homes relics of the bad, old days —assignats left by Napoleon's soldiery, old pistols used as a defence in former days against military marauders. They were now nothing but historic curiosities.

The people, the Walloons and the Flemings, kindly, industrious, and prudent, rejoiced in their settled life. Their farms were enlarged, their herds flourished, their store-houses were filled, their children grew up without fear. No longer had they to tell tales of parents shot or daughters ravished by invading soldiery. Their lovely country—the Ardennes, the valley of the Meuse, the Belgian Luxemburg, the long sea coast—became one of the pleasure spots of the world.

Kaiser underestimates Belgian grit

Only the pledged word of Germany, as has been said, stood between her and the easy road by which to attack France. The Kaiser and his advisers resolved to break their troth and to invade the two neutral states. No one imagined that the Belgians could offer serious resistance to Germany if her armies attempted to march through Belgium. Less than an eighth the size of Germany, with a weak Army, with insufficient troops to guard properly her three great fortified cities of Antwerp, Liege, and Namur, the very idea of Belgium withstanding the German will seemed ludicrous, not alone to German military men, but also to the majority of the serious students

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of European politics. Moreover, a steady process of Germanising Belgium had been for some time in progress. In Antwerp commercial affairs were largely in German hands. German influence predominated in finance, in the export trade, and in manufactures. German chauvinists dreamed of the time when Belgium would fall like a ripe apple into the lap of their Empire. Some of them had even published maps of Europe with Belgium coloured red like Greater Germany. "We will sweep Belgium on one side like *that*," the Kaiser is reported to have said on one occasion to a friend when discussing Belgium, sweeping his arm characteristically as he did so.

Some days before the outbreak of war, Sir Edward Grey communicated with both the French and German Governments, asking if they were prepared to respect Belgium's neutrality. France promptly replied that she was; the German Foreign Minister declared that he rather doubted whether he could answer at all, as any reply that might be given would disclose part of the German campaign in the event of war.

During the week ending August 2nd, the Germans moved a considerable force, about 600,000 men, in the direction of the French and Luxemburg frontiers. They were resolved to strike hard, to strike quickly, and to strike with resistless force. In the early hours of Sunday morning, August 2nd, strong forces of German soldiers entered Luxemburg. One force arrived by train, another moved along the roadways by motors, and the troops seized the railways, the bridges, the telegraph stations, the telephones, and all means of communication. Every man had his place, and every man moved to his place with automatic precision.



OVERWORKED RED CROSS MEN.
For the non-combatants attached to the Expeditionary Force in France, like the R.A.M.C. men seen resting in the photograph, there was an immense amount of work and not a little risk since the Germans took to marking out Red Cross men especially.

All the details of this military occupation had been planned in advance. They were all supervised and directed by young men who had acted as clerks and assistants in business houses and in factories in the Duchy, and who now put on their uniforms as officers in the German Army. These young men quickly indicated all citizens liable to German military service, such as expatriated Alsatians, and all who had prominently shown anti-German sentiment. These were arrested.



ENGLISH NURSES AT HAVRE.
Attached to the British Expeditionary Force even the nurses ran some risks if they are near the fighting-line. It was stated that no fewer than twelve French Red Cross nurses were shot by the Germans.

The first German party was commanded by a major. As it marched up the Boulevard de la Liberté in the city of Luxemburg, and crossed the Adolphe Bridge, it was met by a Cabinet Minister, M. Myschen, who had arrived in a motor, and had turned his car lengthways across the road to bar the way. M. Myschen held a copy of the treaty guaranteeing Luxemburg's independence in his hand, and showed it to the German officer, who replied that he knew the treaty, but that it was his business to execute his orders, which he would do. The young Grand Duchess herself then drove up in a motor, which was also placed across the bridge beside that of the Minister. She demanded that the neutrality of the Luxemburg should be respected. The major gruffly bade her go home.

That same afternoon the German Minister presented a telegram from the German Imperial Chancellor to the Luxemburg Minister of State, saying that the military measures taken by the Germans there did not constitute

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HOW ONE BRITISH GUNNER FOUGHT AGAINST SEVERAL GERMAN BATTERIES.

Few stories of heroism are finer than that told by Mr. Hamilton Fyfe of a Royal Field Artillery gunner. His battery had so galled the Germans that they concentrated on it the fire of several batteries, until, one by one, the guns were silenced, and all but one of the gunners slain. He went on serving his gun as best he could, steadily and calmly, and would have gone on till he, too, dropped, had he not been ordered to leave his gun.

a hostile act—they were simply measures to protect the working of the railways connected with the German system against a possible attack by French troops.

The people of the Luxemburg, who have never loved the Germans, were now to know what German military occupation meant. Within a few hours the whole Grand Duchy was in the occupation of the German armies. Outposts were placed at every frontier, and the Duchy itself was turned into a base for further advances. Military headquarters were established, and the fields, the houses, and the woods were overrun with soldiery.

"Soon afterwards the work of military destruction began," wrote Dr. Dillon, in the "Daily Telegraph," "villages and farmhouses being demolished, and thickets cut down for strategic purposes. Terror reigns throughout Luxemburg since then. A farmer with provisions, being stopped and his waggons seized, grumbled. He was arrested, taken before a court-martial, and has not been heard of since. From Luxemburg to Rodange the fields are devastated, houses razed to the ground, trenches dug, and whoever casts a glance at these is arrested as a spy. In a word, the population of the Grand Duchy is learning the meaning of the words 'reign of terror.'"

On the following day, Monday, August 3rd, the German Minister presented an ultimatum to Belgium, asking from her an attitude of friendly neutrality and permission for German troops to pass through Belgian territory, and promising in return to maintain the independence of the kingdom of Belgium and its possessions. If Belgium refused, Germany declared, she would be treated as an enemy. Twelve hours were given for a reply, the twelve hours expiring at seven o'clock on Tuesday morning.

The King of the Belgians turned to England. King Albert telegraphed to King George, "I make a supreme appeal to the diplomatic intervention of your Majesty's Government to safeguard the integrity of Belgium."

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MEMBERS OF THE FRENCH STAFF IN THE FIELD.

England promptly intimated to Germany that she would fulfil her treaty obligations, and help Belgium, if necessary, by force of arms.

The full story of the negotiations that followed between England and Germany was told in a remarkable official report written by Sir Edward Goschen, our former Ambassador at Berlin, and published by the British Government later in the month. On Tuesday morning, when, following the refusal of King Albert to yield to the German demands, German troops crossed the frontier, Sir Edward Goschen called upon the German Secretary of State, Herr von Jagow, and inquired whether the Imperial Government would refrain from violating Belgian neutrality. Herr von Jagow at once replied that he was sorry to say that his answer must be "No." German troops had already crossed the frontier. The Imperial Government had been obliged to take this step because they had to advance into France by the quickest and easiest way, so as to be able to get well ahead with their operations, and endeavour to strike some decisive blow as early as possible.

It was a matter of life and death for them, for if they had gone by the more southern route they could not have hoped, in view of the paucity of roads and the strength of the fortresses, to have got through without formidable opposition, entailing great loss of time. This loss of time would have given time to the Russians to bring up their troops to the German frontier. "Rapidity of action was the great German asset, while that of Russia was an inexhaustible supply of troops."

British Ultimatum presented in Berlin

Our Ambassador pointed out the gravity of the situation thus created, and asked whether there was not still time to draw back and avoid possible deplorable consequences. The answer was that it was impossible.

That same afternoon, acting on further instructions from Downing Street, Sir Edward Goschen again went to the German Imperial Foreign Office—this time to present a British ultimatum. He informed the Secretary of State that unless the German Government could give assurances by twelve o'clock that night that they would proceed no further with their violation of the Belgian frontier and stop their advance, he had been instructed to demand his passports, and to announce that the British Government would have to take all steps in their power to uphold the neutrality of Belgium and the observances of a treaty to which Germany was as much a party as ourselves. This meant war.

Again came a refusal. The safety of the German Empire, Herr von Jagow said, made it absolutely necessary that the German troops should advance through Belgium. The British Ambassador asked if, in view of the terrible consequences which would necessarily ensue, it would not be possible, even at the last moment, that this answer should be reconsidered. Again came a negative. The British Ambassador then replied that in the case of a refusal he would have to demand his passports.

Sir Edward Goschen resolved to leave no step unturned, asked for an interview with the German Imperial Chancellor, Dr. von Bethmann-Hollweg. The interview was a very painful one. The Chancellor began a long harangue. Just for a scrap of paper, Great Britain was going to make war on a kindred nation, who desired nothing better than to be friends with her. What Great Britain had done was unthinkable; it was like striking a man from behind who was fighting for his life between two assailants. He held Great Britain responsible for all the terrible things that might happen.

Our Ambassador replied that it was a matter of life and death to Great Britain that she should keep her solemn engagement to do her utmost to defend Belgium's neutrality, if attacked. Otherwise, what confidence could anyone have in engagements given by Great Britain in the future?

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"But at what price will that compact have been kept? Has the British Government thought of that?" the Chancellor asked. "I hinted to his Excellency," said Sir Edward Goschen, "as plainly as I could, that fear of consequences could hardly be regarded as an excuse for breaking solemn engagements. But his Excellency was so excited, so evidently overcome by the news of our action, and so little disposed to hear reason, that I refrained from adding fuel to the flame by further argument."

This conversation took place early in the evening. About half-past nine, Herr von Zimmerman, Under-Secretary of State, came to see our Ambassador, who told him that the British Government expected an answer to a definite question by twelve o'clock that night, and in default of a satisfactory answer they would be forced to take such steps as their engagements required. Herr Zimmerman said that was, in fact, a declaration of war, as the Imperial Government could not possibly give the assurance required, either that night or any other night. And a declaration of war it was.

Britain keeps her pledge—war declared

During that same day, and for some days before, Germany had been acting. Early on Tuesday morning, German troops, who were waiting in a large number of motor-cars—rumour placed them at 3,000 cars—received word to make a dash forward to secure the bridges and seize the railways of Belgium, and hurl their forces through the country in the direction of France. They did not anticipate any serious resistance. The men were assured by their officers that the Belgians would receive them in friendly fashion.

But the Belgians knew what was coming, and were too quick for the invaders. Before the German motor-cars could move ahead, the bridges across the Meuse in the south of Belgium had been blown up, and every





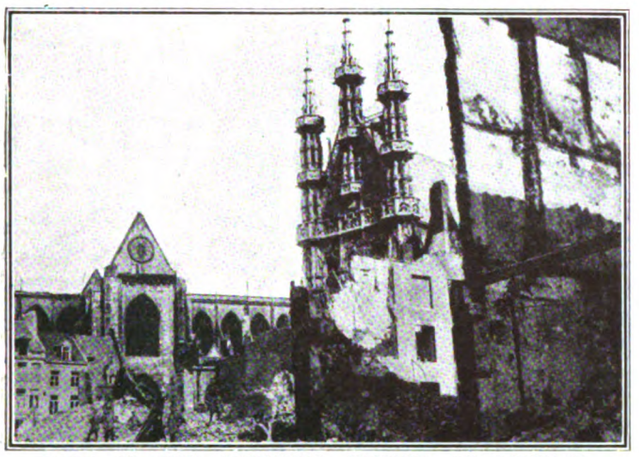
MEMBERS OF THE BRITISH EXPEDITIONARY FORCE HAPPY ON THEIR WAY TO THE FRONT.

Everywhere on its journeys in France the British Expeditionary Force aroused the keenest interest and enthusiasm. Glimpses such as those given above of the men thoroughly at home in a foreign though friendly land, cooking meals when they could get them, and cheerfully supporting travel hardships, endeared our soldiers to the French.

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village and every fort prepared to resist. At the first threat of war the entire Belgian people had become as one. All minor differences were forgotten. Social Democrats and Conservatives joined hands; workmen and employers obliterated their quarrels. From capitalists to common labourers the nation was united. The women outdid the men in the great burst of national enthusiasm and resolution.



RUIN IN THE PRINCIPAL SQUARE OF LOUVAIN.
Showing the gutted cathedral, and also the Hotel de Ville, which was spared.

The fortified city of Liege stood directly in the line of the German troops. It was necessary for them to buy or to capture it. Liege is the Birmingham of Belgium, one of the most notable and charming cities in the country, splendidly and beautifully placed, with a great history behind it.

It is the capital of the Walloon country, and has long been noted for the sturdy independence of its people. It is an important industrial centre, a community of gunsmiths—there being no fewer than 40,000 gunsmiths in the city and suburbs. In addition to manufacturing cheap rifles for a large part of the world, it has a cannon factory for the casting of big guns, and had supplied much of the artillery for the Belgian Army. In the suburb of Seraign, five miles away, the great Cockerill ironworks, which rank among the largest in the world, are placed. They were founded eighty-three years ago by an Englishman, but have been for many years solely under Belgian control. Zinc foundries, engine factories, locomotive, cycle, and motor works, and a flax-spinning factory, are among Liege's industries.



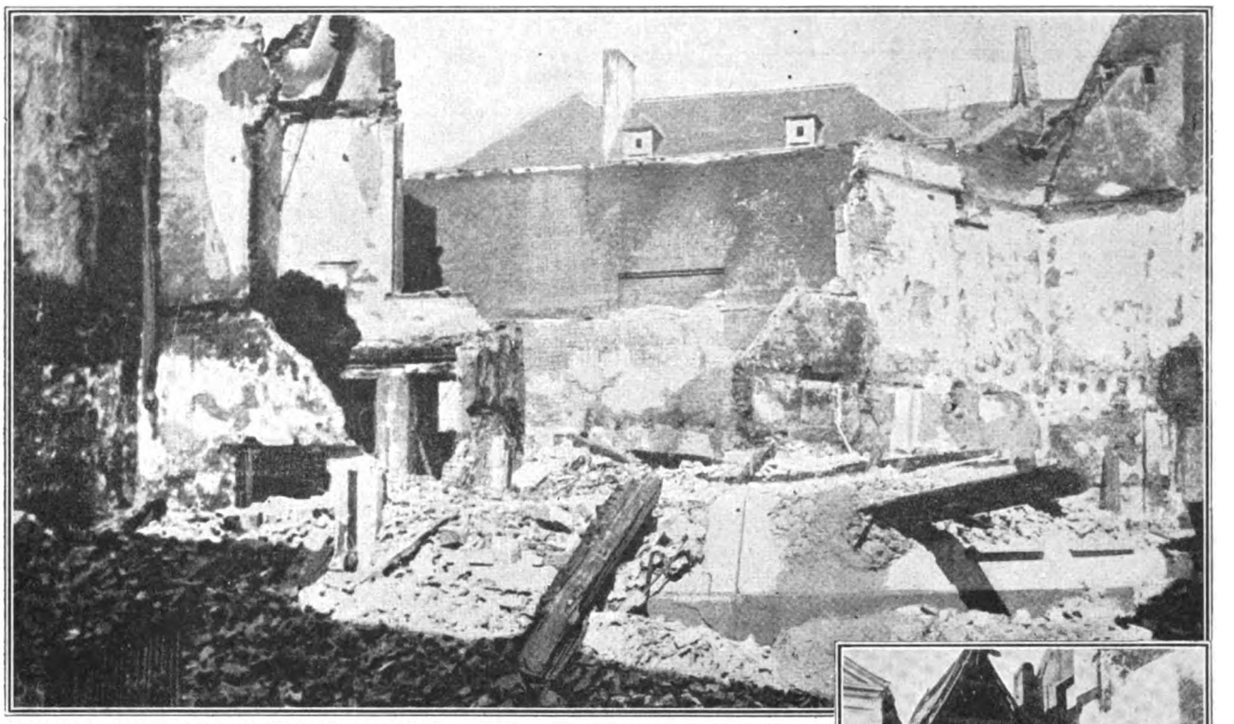
A SCENE OF DESOLATION NEAR LOUVAIN RAILWAY STATION.
Over a thousand houses in the city were utterly destroyed.

For hundreds of years the beauty of the city, the activity,



GENERAL VIEW OF LOUVAIN, THE SCENE OF THE MOST SENSELESS CRIME OF THE WAR.
This photograph, the first to reach London, was taken from Mont Cæsar, and presents a vivid picture of the barbaric destruction wrought in the centre of Belgian intellectual culture by the Germans with bomb and fire on August 25th, 1914.

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BOMBARDMENT OF DEFENCELESS MALINES.
On both August 28th and August 30th, 1914, without apparent reason, a German force bombarded the beautiful old town of Malines, although it was undefended and empty of inhabitants. Terrible damage was done, and not even the cathedral spared.

the intelligence, and the enterprise of its people have been the theme of many writers. The fine public buildings, the churches, the handsome Academy of Fine Arts, and the university, are placed in a wonderfully picturesque situation.

Next to Antwerp, Liege was the greatest fortified place in Belgium. It was surrounded by a series of detached forts, constructed about a quarter of a century ago under General Brialmont, a famous Belgian engineer. There were twelve of these detached forts, each from three and a half to five and a half miles from the city, in a circumference measuring thirty-one miles. Each of these forts was an independent unit.

On the right bank of the Meuse were the forts of Barchon, Evegnée, Fléron, Chaudfontaine, Embourg, and Boncalles. The two chief of these covered the main line of railway from Cologne. On the left bank of the river the forts were Pontine, Liers, Lantin, Loncine, Hollogne, and Flémalle. Six of these forts were large and six small. The larger forts were considered by many impregnable. Each consisted of a triangular mass of concrete with, sunk in it, revolving and disappearing steel turrets. Their armament consisted of two 6 in. howitzers, four 5 in.



DAMAGE AND DESTRUCTION OF PRIVATE HOUSES.
Vivid pictures of the fell work of German shells.



GERMAN SACRILEGE—WRECKING HISTORIC CHURCHES.
Churches in other places, as well as the 15th century church at Malines, were bombarded with deliberation and without military necessity of any kind.

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quick-firing guns, and three outer quick-firing guns in disappearing turrets. The forts were well equipped with machine-guns and with searchlights, protected with armour, and surrounded by moats. The small forts had two guns fewer than the larger ones.

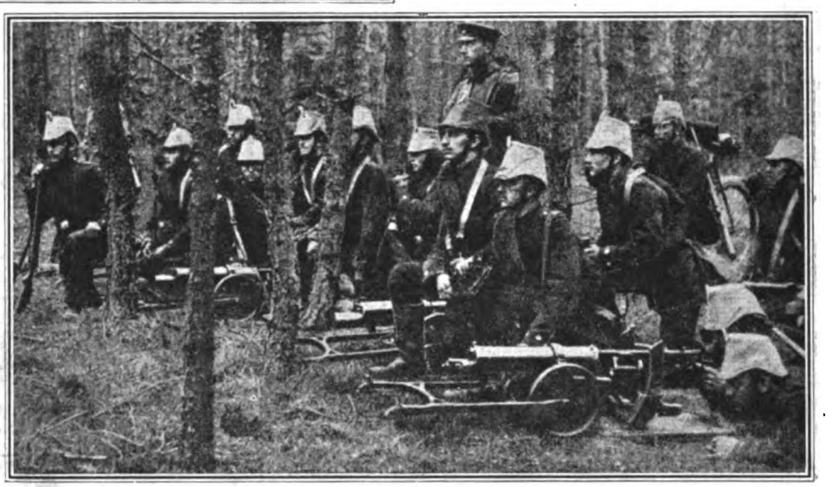
Military experts were by no means unanimous in their views concerning the value of the forts of Liege. Many, including, it is said, the Kaiser himself, thought that owing to the careless way in which they were generally looked after and the absence of an adequate force of troops, or of sufficient ammunition, they were negligible. There was some excuse for thinking so, as it was notorious that the forts had been for a long time guarded with great laxity. What the Germans evidently did not know was that, some months before war was declared, a brave and active military commander, General Leman, had taken charge, had secured troops, and had placed the twelve forts in strong position.

" The Walloons," said one German writer, the notable Baedeker, " are an active, intelligent, and enterprising race. '*Cives Leodicenses sunt ingeniosi, sagaces et ad quidvis audendum prompti,*' is the opinion expressed by Guicciardini with regard to the Liegeois. Indefatigable industry and a partiality for severe labour are among their strongest characteristics, but they have frequently manifested a fierce and implacable spirit of hostility towards those who have attempted to infringe their privileges."



GERMAN SUPPLIES ON THEIR WAY THROUGH BELGIUM TO FRANCE.

Germany was to find that the men of Liege were still true to their ancient reputation. They had often faced internal fighting in the centuries that had passed. Time after time they had fought against invaders. Charles the Bold of Burgundy captured the town in 1468, razed its walls, and slew thousands of the inhabitants. Between then and the beginning of the last century it was taken and re-taken by different nations at least ten times, and after almost every capture there was a general slaughter of the people. Now the Liegeois were to undergo the same experience once more, and were to show that they had not lost their old courage and powers of endurance.



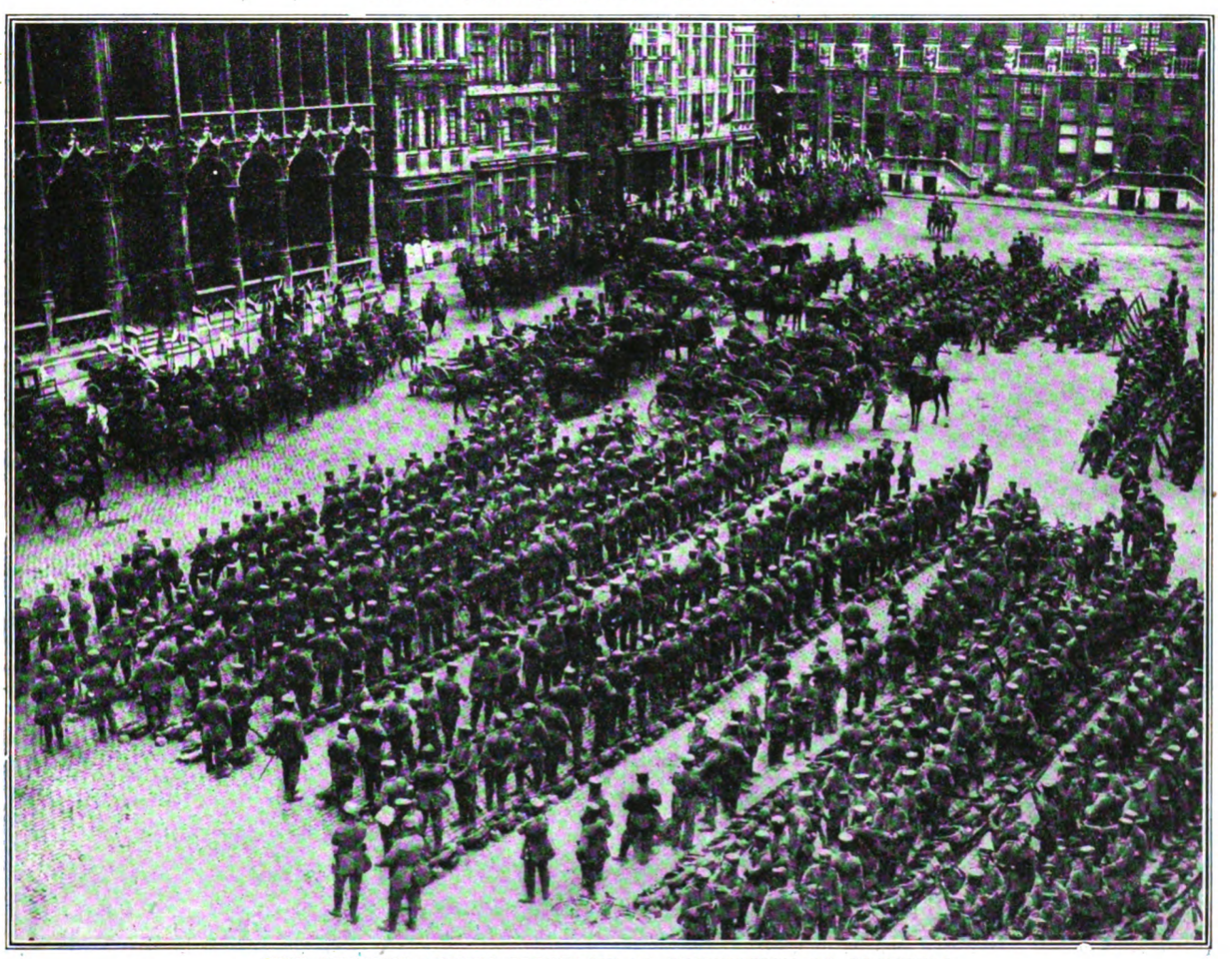
GERMAN MACHINE-GUN COMPANY IN A BELGIAN WOOD.
German machine-guns were smartly handled and with terrible effect. The type of weapon seen here can be fired without being mounted on tripods.

On the first news of the outbreak of war everyone responded enthusiastically to the call to arms. The people assisted the Government in every possible way to prepare for the attack of the Germans. They gave up their motor-cars, their food, their cattle and their horses, willingly and gladly. " They were one and all filled with the determination to defend the country," writes a professor at the local university. The people in Liege were extremely patriotic, and there was not the slightest sign of flinching. A number of troops were poured in, according to report nearly 20,000 men, and the city made ready to meet all emergencies. On the morning of Monday, August 3rd, M. Kleyer, the burgomaster, was informed that the situation was very serious, and that strong German forces were mustered on the frontier. At seven o'clock on Tuesday morning the forts sounded the alarm, announcing that war had been declared. The German army had entered Belgium, and troops were already seen in the outer suburbs.

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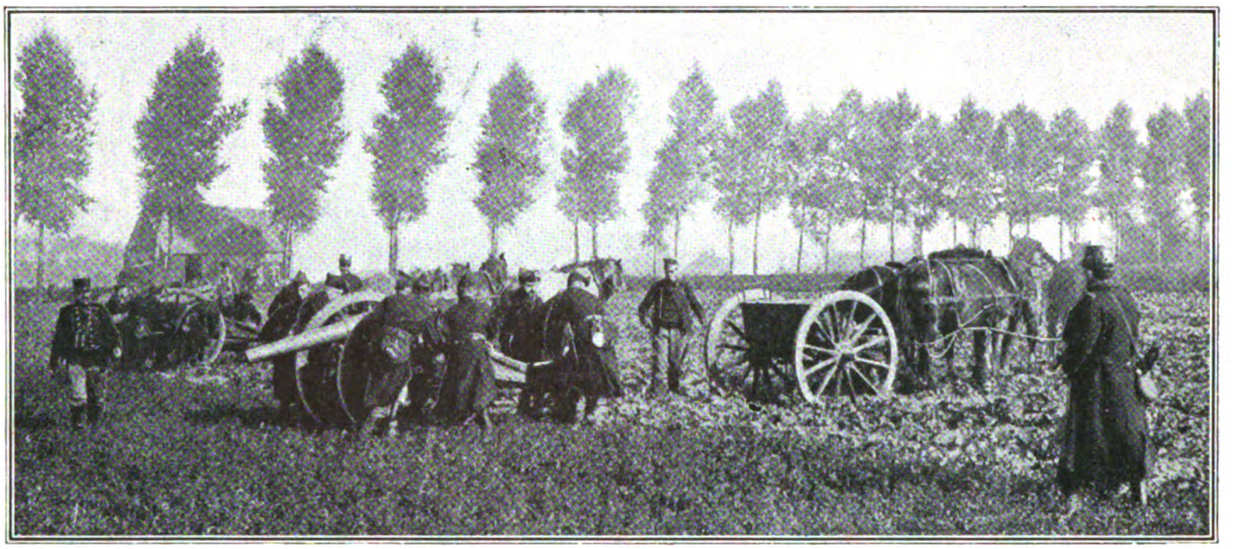


THE COMMISSARIAT WAGGONS, THE SINEWS OF THE ARMY, MASSED IN THE PLACE D'ANVERS.
A distinct feature of the German occupation of Brussels, for the purpose of overawing the Belgians, was the detached and almost casual interest displayed by the spectators and inhabitants.



THE GERMAN ARMY'S SPECTACULAR OCCUPATION OF BRUSSELS.
Companies of infantry and artillery standing at ease in the Grand Place while several troops of Lancers march through on their triumphal progress.

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THE OFFENSIVE MAINTAINED BY THE BELGIAN ARMY IN THE NORTH.
After the fall of Liege and Namur, and the concentration of the main army in and about Antwerp, scattered companies and regiments continuously arrived from all parts of Belgium, and served as reinforcements to maintain the offensive by harrying the Germans. Here a battery is seen taking up an advanced position some miles from Antwerp.

General Leman, the military commander of the city, a man whose fame was soon to ring through Europe, was an officer in the Belgian Engineer Corps, and was formerly professor and examiner in mathematics in the military school, where he had risen to the post of Director of Studies. He had hitherto been regarded as a bookman rather than as a good soldier in the field. He was famous as a mathematician, and had written mathematical treatises known throughout the world. A man of the desk and the study, a theorist, a schoolmaster, he might have been considered the least fitted to deal with a rough-and-tumble invasion, and to face the first onrush of the enthusiastic and overwhelming forces of Germany. He was to prove, however, that the student soldier can make a masterly leader in action.

Huge German army rolls down to Liege

On Tuesday morning the German army moved out in the direction of Liege. Spectators say that the advance was a magnificent sight. The army rolled slowly down to the River Meuse, bringing with it innumerable machine-guns and motor-waggons. The troops were in their green-grey uniform. Aeroplanes soared in the sky reconnoitring overhead. It was noted that the uniforms were new in every detail. The troops



BELGIAN SAPPERS PREPARE THE WAY FOR "CAPTAIN FLOOD."
Sea and river flood, ever powerful allies in the history of Flanders, were turned to brilliant advantage by Belgian engineers against a German movement to cut off communications between Antwerp and Ostend on September 5th, 1914. German troops between Malines and Termonde were flooded out by opening the dykes of the Scheldt, and large captures of men and artillery were made by the Belgian forces. In the photograph above sappers are seen removing obstructions to the flow of the waters.

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appeared as if they were carrying out a triumphal march. As a English girl said about that time, "They looked like soldiers on the stage."

The first objective of the army was the frontier town of Visé, a Belgian Custom-house station, a little place of 3,600 people, the centre at that time of a prosperous, agricultural community. Visé, with its noted parish church, its pilgrim resort of the Loretto chapel on the hill, its good hotels, and its quaint town hall, was well known to many as a holiday resort. The Germans expected to occupy the town without resistance.

The German cavalry were met by Belgian cavalry, whom they drove back. A great mass of German infantry quickly followed, and a little band of four hundred Belgians did their best to oppose the Germans from the other side of the river. The Belgians blew up the two central arches of the railway bridge, and prepared to defend Visé itself. In this they were supported by many of the people. The peasants and the farmers, even the women, helped them by every means in their power. After three hours' fighting the Belgian forces were driven back in the direction of Liege.

The terror of the Hun in the town of Vise



BELGIAN LANCER WITH UHLAN'S HORSE AND TROPHIES.

Then the Germans took a terrible revenge. They had determined beforehand, by striking terror at the beginning, to crush any resistance on the part of the community at large. The policy of terrorism was relentlessly carried out. The burgomaster of Visé was put against the wall and shot. Many other persons—not soldiers in uniform—men or women found with arms in their hands, or suspected of bearing arms, were immediately put to death. Visé itself was burned to the ground.

The Germans later attempted to justify this policy. "The only means of preventing surprise attacks from



THIRD BELGIAN INFANTRY OF THE LINE ENTERING LIEGE FOR ITS DEFENCE.

After the bombardment and incessant assault upon the forts of Liege had proceeded for three days, General Leman, influenced by the civil authorities, offered to permit the Germans to occupy the town to save it from bombardment. This offer having been rejected, without the surrender of the forts, the bombardment began, and on August 6th, 1914, the gallant defenders of the town found it necessary to retire, leaving the way open for the German entry, which was hailed in Berlin, prematurely, as a great German triumph.

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the civil population," said an official message on August 22nd, "has been to interfere with relentless severity, and to create examples which by their frightfulness would be a warning to the whole country." Visé was certainly a terrible warning. The Germans on their arrival found it a town of plenty. In a few hours it was a ruin, many of its former prosperous people killed, others driven forth with nothing but what they stood up in; children crying for their parents, and mothers searching for their little ones. Orphans and fatherless moved on towards the Dutch frontier, to throw themselves on the mercy of the pitiful and sympathetic people there.

The fighting at the mill bridge at Visé was specially severe. "The German infantry were in deep masses," wrote Mr. J. M. N. Jeffries, the special correspondent of the "Daily Mail," who witnessed the early fighting, "flanked by batteries of field guns and quick-firing guns. The 12th Belgian line regiment took up their position behind the walls of the houses along the Meuse. The fusillade lasted half an hour. The Germans then brought up guns in front of Luxhe and Hallembaye, while the German sappers constructed a bridge of boats. The men at Fort Barchon let them build the bridge, but once it was finished they destroyed the pontoons with some shells. During the fight at Visé a Belgian sergeant, stepping out from the ranks, knelt down amid a hail of bullets to take aim at a group of German staff officers, bringing down three. The German losses were eighty, and the Belgians twelve killed and wounded."

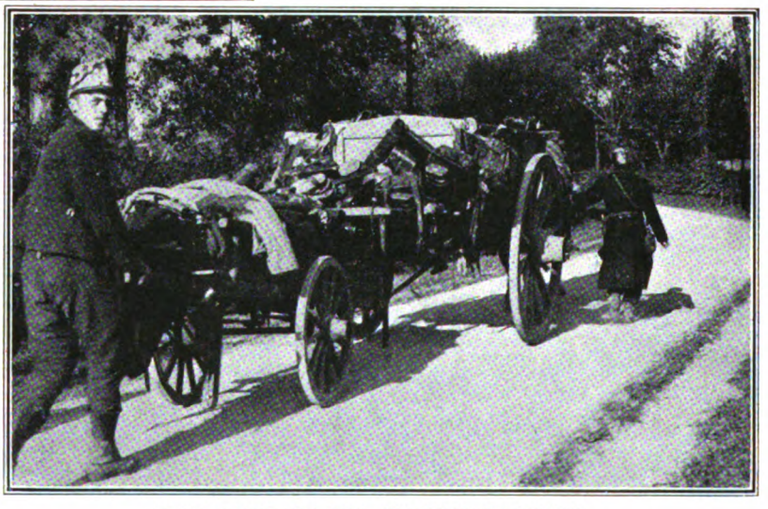
The German tornado breaks on Vise



TROPHIES OF VICTORY.
German cavalry equipment captured in the battle of Haelen, August 13th, 1914, by the victorious Belgians

The Belgians, retiring on Liege, destroyed everything before them—bridges, tunnels, railways, rolling stock. Village after village was fired in order that it might not give shelter to the invaders. Thus the village of Boncelles was dressed with tar, which was poured on all the woodwork. The soldiers then set fire to the church, the presbytery, and two large villas. When the Belgians came to a tunnel they pulled up the rails for some distance inside, and then ran an engine in. The driver jumped off the locomotive just before it entered. The engine was derailed when it reached the point where the rails had been torn up, thus blocking the line. Other engines were run in against it, making the whole entrance one confused and tangled mass of wreckage. In places, the roads were ruined, explosives being planted underneath, connected by electric wires, and detonated as the German troops advanced. Traps were set everywhere. At each corner a sharpshooter waited, ready to die provided he had killed some of the enemy first.

Hatred and hostility for the invaders



ABANDONED BY THE FLEEING GERMANS.
In order to lighten their load when in flight from the Belgians after the battle of Haelen, German soldiers threw away haversacks, rifles, coats, and numberless other articles, which were gathered up for use by the Belgians.

The Germans had expected a friendly population; they were staggered at the indications of hatred and of settled hostility that met them at every turn. They retorted by burning houses, shooting people, and by showing a systematic savagery, in accordance with orders from their headquarters.

But the loss of a few score or of a few hundred men could do little to check the German army, estimated at 160,000, which followed the advance guard. As the Germans attempted to cross the river they came under the fire of the guns from the forts, guns directed in the early stages by aeroplanes. The Germans attempted to make pontoon bridges. The bridges were scarcely completed before well-directed shots demolished them. The

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gunners in the forts had every range taken, and could place the shells with automatic regularity on any spot desired within range.

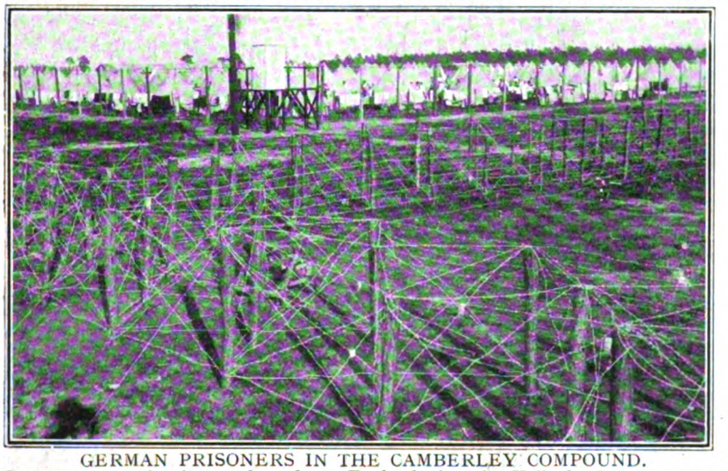
But even the destruction of the bridges could not hold the Germans back. They crossed the Meuse in small boats, in rafts, in any way that they could. They sent their war aeroplanes and a Zeppelin airship to reconnoitre over Liege. The Zeppelin was struck by the fire from a fort, and fell. One German airman, it is said, who flew over Liege was attacked by a Belgian war aeroplane, which charged at a height of over 1,500 feet and cut it in half. The airman was reported to have escaped with his life.



GERMAN PRISONERS IN A CONVENT AT BRUGES.



GERMANS ARRESTED IN LONDON IMMEDIATELY AFTER DECLARATION OF WAR UNDER GUARD AT "OLYMPIA."



GERMAN PRISONERS IN THE CAMBERLEY COMPOUND.
Some were naval prisoners brought to England after the Heligoland engagement. Barbed wire entanglements, charged with electric currents, made escape hopeless.

On Tuesday night the German soldiers, impatient at the delay, crept past the forts in towards the town As they were moving quietly across the open space a great search-light suddenly played on them, covering them with a blaze of light, and the guns of the forts opened a tremendous fusillade. The Germans, dazzled by the light, not knowing where to go, unable to resist, moved almost blindly about in the shambles of death. There was nowhere to hide, no escape from the pitiless, unceasing hail of shrapnel. It is said that not a single man of this bold party

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CHEERFUL SPIRIT OF THE FRENCH SOLDIER.
Infantrymen on the march snatching rest and a meal by the roadside, in all the spirit of gay adventure. Both rest and food were inevitably haphazard during the long and perilous retreat from Belgium to the Marne.

returned to the German lines. The few not killed were taken prisoners.

On Wednesday, August 5th, the Germans opened a violent attack against the Barchon fort. The ever-growing cannonading gradually extended to the forts of Fleron, Embourg, and Boncalles. The artillery practice was very good, but the shells used were far too light to have much effect on the steel cupolas and concrete-supported sides of the forts. During the afternoon the German infantry advanced and attempted to storm the forts. They came on in close order, endeavouring by sheer weight of numbers to carry all before them. But rush and dash and daring are of very little use against men armed with modern guns behind the walls of a well-equipped fort. The Belgian heavy guns and howitzers seemed to fill the heavens with bursting shell.

As the German troops got closer, machine-guns played on them. Still they pushed on. They made for the wide openings between the forts—openings in which were entrenchments held by Belgian infantry. At the critical moment, when the German soldiers, or those left of them, paused and reeled under the awful punishment they were receiving from the guns, the Belgian infantry, at the word of command, leaped out, bayonet in hand, and gave them a taste of cold steel. The German line broke, and was thrown back a considerable distance in great confusion.

German request for armistice refused

It was estimated that as a result of the first two days' fighting no fewer than 25,000 Germans were killed or wounded. That is a figure impossible to verify. Certain it is that the death roll was heavy, and the real loss may have reached 8,000. The German commander at the front requested an armistice for twenty-four hours to bury the dead and attend to the wounded. The Belgian general, suspecting, with good reason, that such delay was mainly intended to give the enemy time to bring up heavier guns and more troops, refused the request. The fighting around Liege was too grim, too vital, to permit of delicate courtesies.

On Friday, August 17th, at about two a.m., an extraordinary incident occurred that revealed the reckless daring and want of chivalry of the German army. A little party of German cavalrymen—two officers and six soldiers—made a desperate effort to kill General Leman. They rode into the city dressed as Englishmen, and exchanged greetings in English with people. Arrived at headquarters, they stated that they were British officers who had come to the rescue of Liege, and they desired to see the general. Something in their manner made one aide-de-camp—Major Marchand—suspicious, and he hastily closed the door leading into the general's private apartments, and raised the alarm. A bullet at short range stopped him. Members of the



SUPPLYING THE NEEDS OF BELGIUM'S ALLIES.
By a special proclamation the Belgian Government required the inhabitants to meet all needs of the allied armies. French dragoons are here seen dragging a heavy forage waggon to their temporary headquarters.

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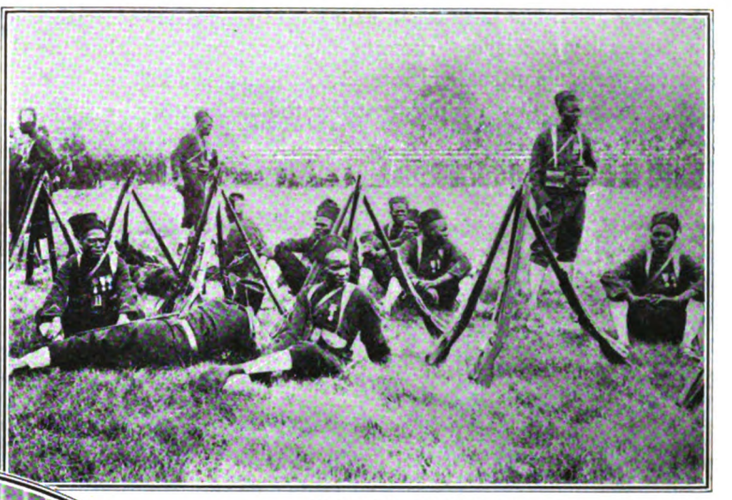
general's staff and some gendarmes present rushed on the Germans. The latter, hastily firing a volley, attempted to escape, but were pursued, and all shot down, after their coup had come within a hair's breadth of success.

Additional masses of German troops arrived on Thursday, crossing the Meuse by a pontoon bridge, which they had placed in position near Maestricht, close to the Dutch border, out of reach of the guns of the forts. They were now able to bring up heavier siege-guns. Zeppelins and aeroplanes drove back the Belgian aircraft, and began to drop high explosives on the steel cupolas of the forts.

The Germans attempted assault after assault. They were absolutely reckless of life, and were willing to pay a very high price for immediate success. In some of their advances they repeated the tactics of the Third Japanese Army when storming Liaoyang, and used the bodies of their own comrades fallen in front of them as ramparts behind which to pause before making further advance. Tales told by the defenders show the gruesomeness of the advances, and the courage displayed. Here is the story of a Belgian officer who shared in the defence:

Awful barricade of dead and wounded

"Some of us late arrivals only managed to get to our post when the German attack began. It was night-time. We replied very sharply with our guns. Until the dawn came we had no very distinct idea what our practice was. Then we noticed heaps of slain Germans in a semicircle at the foot of our fort. The German guns must have been very much less successful, because they rarely hit us that night They did better at daybreak. We did better still. As line after line of the German infantry advanced we simply mowed them down. It was terribly easy, monsieur, and I turned to a brother officer of mine more than once and said 'Voila! They are coming on again in a dense, close formation! They must be mad!' They made no attempt at deploying, but came on, line after line, almost shoulder to shoulder, until, as we shot them down, the fallen were heaped on top of the other in an awful barricade of dead and wounded men, that threatened to mask our guns and cause us trouble. I thought of the French saying, "*C'est magnifique, mais ce n'est pas la guerre!*" No, it was slaughter—just slaughter!



FRENCH SENEGALESE TROOPS.
The Germans had the impudence to protest against the use of these troops, who proved far less bloodthirsty than the inhuman hordes of Kaiser.



FRANCE'S COLONIAL WARRIORS WITH THE ALLIES
The Zouaves, here illustrated, rank among the finest soldiers in the world. They are chiefly Frenchmen of the most adventurous nature, and serve in the African Colonies.

"So high became the barricade of the dead and wounded that we did not know whether to fire through it or to go out and clear openings with our hands. We should have liked to extricate some of the wounded from the dead, but we dared not. A stiff wind carried away the smoke of the guns quickly, and we could see some of the wounded men trying to release themselves from their terrible position. I will confess that I crossed myself; I could have wished that the smoke had remained! But—would you believe it?—this veritable wall of dead and dying enabled those wonderful Germans to creep closer, and actually to charge up the glacis. They got no further than half way, for our machine-guns and rifles swept them back. Of course, we had our losses, but they were slight compared with the carnage inflicted on our enemies."

Liege Civil Guard lays down its arms

The citizens of Liege had no desire to see their beautiful streets reduced to ruins. So far as can be judged from the information available, they urged General Leman to endeavour to induce the Germans to

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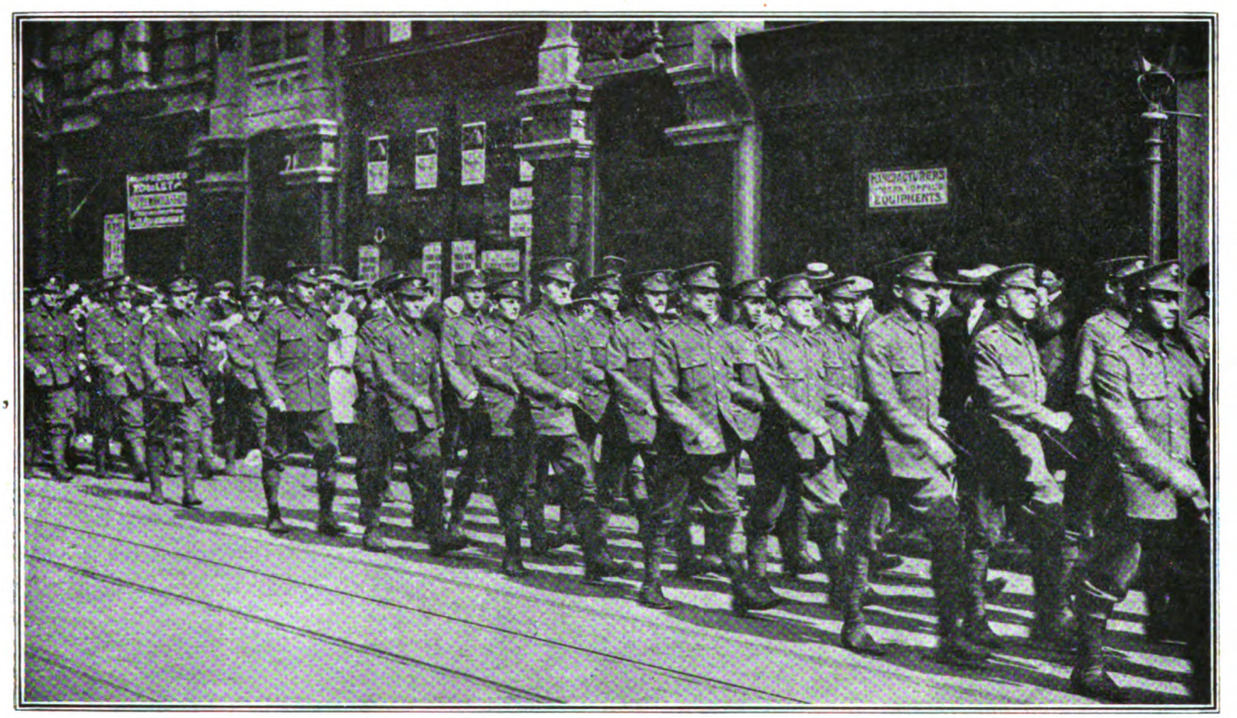
leave the city untouched. The Belgians demanded a conference, and a German parlementaire met the general and the civil authorities. The German demand was simple—the instant surrender of the forts and the town. General Leman, probably influenced by the civil authorities, offered to permit the Germans to occupy the town to save it from bombardment As for the forts, they were perfectly intact, and he intended to hold them to the end.

" It must be all or nothing," replied the German representative, " otherwise the town will be bombarded."

Germans enter the town of Liege.

At eight o'clock that night the bombardment started. Later in the night—it was said at the time in obedience to orders from Brussels—the Belgian troops occupying the town, apart from the forts, retired, and their place was taken by German troops, who came in and occupied the city.

The machinery of the great fort Fleron is said to have been put out of order by the German fire, and this may have given the Germans a safe path in. " After some three or four days," says Professor Paul Hamelius, of the University of Liege, " rumours began to get about that the Germans were approaching, and about Thursday evening the Belgian soldiers retired to the forts, and the Germans took possession of the town. They appeared to enter the place by arrangement, for the civil authorities just previous to the entry of the German troops called



HAPPY AND CONFIDENT IN THEIR ABILITY TO SERVE THEIR COUNTRY.
A battalion of the Honourable Artillery Company, one of the smartest London corps, marching through the City.

together the Civil Guard and ordered them to lay down their arms. Everyone else who had arms was ordered to give them up, and there was, therefore, no resistance of any kind made when the German troops came in."

The evacuation of the citadel, which controls the town apart from the forts, was completed at about three o'clock on Friday morning. Two hours later the Germans entered and occupied the citadel and the provincial government offices. General von Emmich, the commander of the 10th German Army Corps, with the title of the Commander of the Army of the Meuse, received the burgomaster and reassured him about the treatment of the people. " Let the city go on in the usual way," he said. " Open the shops, do your daily work, and you have nothing to fear." It seems as though the local authorities, anxious to spare their beautiful city from bombardment and destruction, endeavoured to induce General Leman to cease fighting and to make terms with the enemy. The general, while consenting, for reasons which are not yet known, to the withdrawal of the Belgian field forces, which retreated in order and rejoined the main body of the Belgian Army behind, himself retired to one of the forts and continued his heroic resistance.

Premature " triumph " in Berlin

The news of the surrender of the town was hailed throughout Germany as a great triumph. " Liege has fallen ! " The word went out from the Kaiser's palace. He sent an aide-de-camp to the waiting crowds to proclaim

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[*From the painting by John St. Helier Lander.*

BRIGADIER-GENERAL SIR PHILIP CHETWODE, BART., D.S.O.

Sir Philip Chetwode commanded the 5th Cavalry Brigade, which was, according to Sir John French's despatch of September 7th, 1914, posted at Binche, on the extreme British right, at the beginning of the combined operations. On August 28th the Brigade fought a brilliant action with the German cavalry, in the course of which the 12th Lancers and Royal Scots Greys routed the enemy and speared large numbers in flight.

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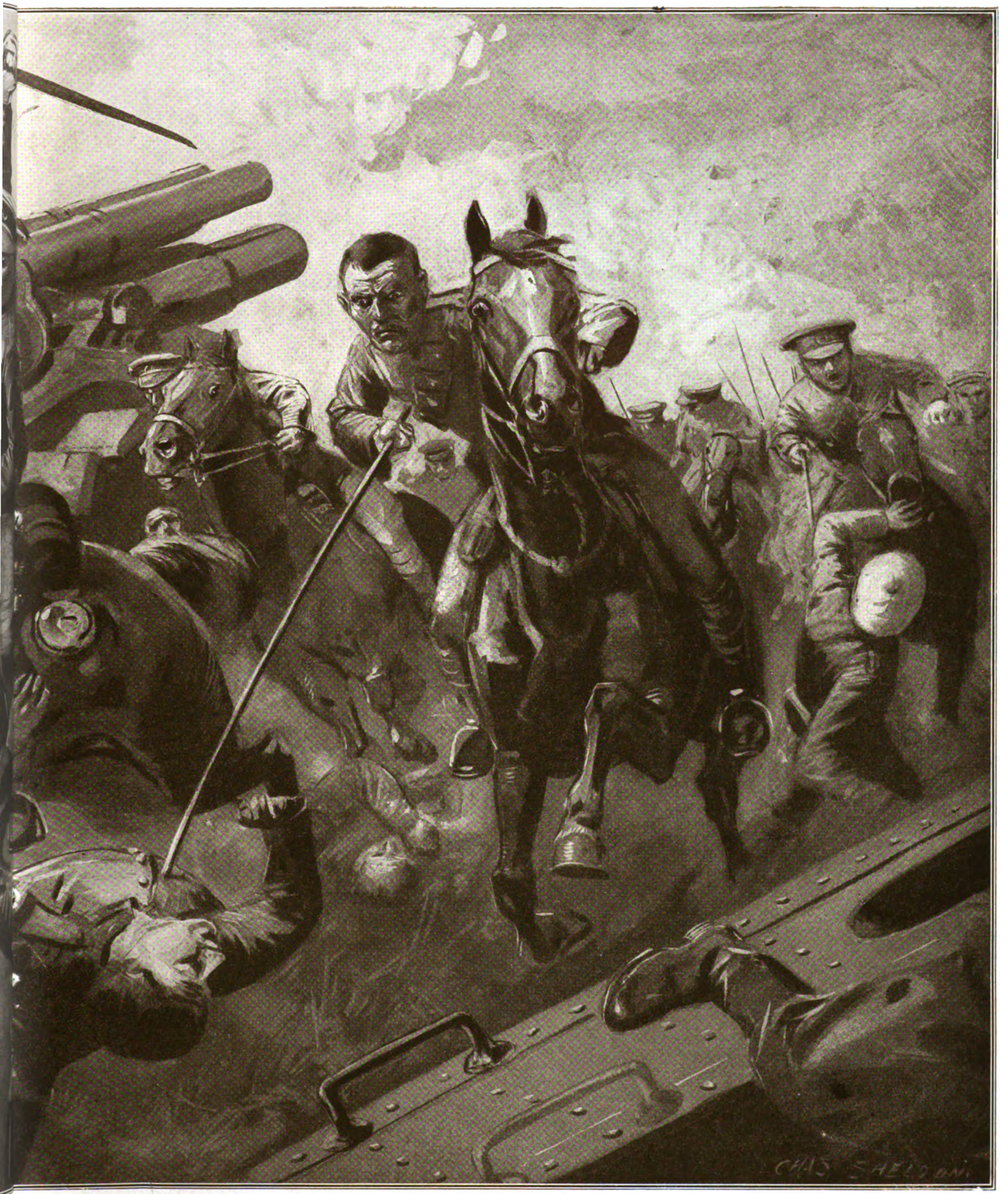
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THE GLORIOUS CHARGE OF THE NINTH LANCERS

A magnificent feat of the Ninth Lancers, recalling the famous Balaclava charge, was accomplished during the retreat of the Allied left from Le Cateau on 25th August, 1914. A German battery of eleven guns, posted in a wood, and disguised with quantities of forage, had caused havoc in the British ranks.

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DURING THE GREAT RETREAT FROM MONS TO CAMBRAI.

All attempts at silencing the guns having proved ineffectual, the Ninth Lancers rode straight at them, across the open, through a hail of shells from other German batteries, and cut down all the gunners and put every gun out of action. The whole of the Allied Forces rang with praise of the charge.

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BRITISH INFANTRY'S GREAT BAYONET CHARGE THROUGH ENVELOPING GERMAN FORCES.

There was a great feat of arms at Solesmes, east of Cambrai, on August 26th. A number of British infantry regiments held an exposed position. They were expecting support all day, but this support was delayed, the enemy crept round, and the British force, to avoid being encircled, charged the gradually closing German ring with the bayonet. The men went at it, yelling and shouting, and they got through where there was a gap of no more than eight hundred yards between the enveloping German forces. On this gap the German artillery was pouring out shells with its unfailing regularity.

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the triumph. Policemen on bicycles dashed down the Unter den Linden, shouting the tidings around. All Berlin rejoiced—but rejoiced somewhat prematurely. Only the city had gone. The forts, with the possible exception of one, still held out—the forts which with their powerful artillery swept the river, paralysed the railway, and dominated the main roads.

General Leman retired to one of the forts, and the city came under German rule. For a few days the municipality was allowed to carry on its work; then a German military governor assumed control. If the people imagined that they were to save themselves from any misery by their surrender, they were quickly to learn their error. One of the first acts of the Germans was to seize seventeen leading inhabitants, including the Bishop of Liege, as hostages for the good behaviour of the people. "Our soldiers have been fired upon by civilians," the governor told them. "If this occurs again, you will be held responsible. We will strike a blow at the beginning against such doings that will be heard everywhere."

Liege forts continue their heroic resistance.

Most of the hostages were released a few hours later. The Germans elaborated protective measures. On Saturday, August 8th, machine-guns were placed in every commanding position. Barricades were thrown up and trenches dug. More and more troops poured in, and were quartered on the inhabitants. Houses were turned



AT HOME WITH THEIR ALLIES: MEN OF THE BRITISH EXPEDITIONARY FORCE IN ROUEN.
The photograph shows a company of British infantry travelling on the transported chassis of a London motor-omnibus.

into hospitals for the wounded from the fighting outside. The goods of the people were taken freely as required. All day long the thunder of the guns against the forts and the whistle of the shells might be heard.

A Dutch journalist who remained in the city gave a picture of life at the time:

"War," he says, "flings aside all the common estimates of human life. What was barbarous yesterday passes without comment to-day. Take, as an example, the Restaurant du Phare, where I sit writing. It is half a café, half a hospital. Around me are German officers eating and drinking. At the other end of the room, behind a thin veil of palms, lie the wounded—I see them as I look up from my paper. Yet no one takes any notice of this terrible combination. Only the people outside show any interest, as they gather to study the list of the wounded which is displayed there. True, it is a small list, but a restaurant where café life goes on as usual is no place for wounded. There is a far longer list on the other side of the road on the shop windows of the Bon Marché, which is full of wounded."

The one military punishment—death

Here and there the people, driven to desperation, tried to defend themselves or to protect their goods. The punishment was immediate and overwhelming—death for all civilian men on the spot where resistance had begun, and the burning of houses. In a very short time Liege became a city of death. Men and women, even children, would be shot down at the mere whim of drunken soldiers. One night the people around the Place de l'Université, on one side of the river, and the Quai de Pecheurs on the opposite bank, were awakened by the sound of firing and by flames and smoke licking up their houses. As they rushed into the street the soldiers stopped them, shooting one

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after another. Within a very short time the inhabitants, or those left of them, scarcely dare look up when a stranger passed, lest their glance should be thought a crime worthy of the one military punishment—death. "The smell of powder and of decaying bodies was truly awful," wrote one young Englishman who penetrated the city in disguise. "The spirit of death seemed to be everywhere."

The surrender of the city did not lessen the stubbornness of the defence of the forts. But they were now at a great disadvantage. Communication with the north had ceased. General Leman probably anticipated early relief from the French armies, for he was too good a soldier not to know that isolated forts, however strong, unsupported by a field army, are doomed.

The Germans brought up their heavy siege train. They were now to bring into operation the great howitzers which they had manufactured after the Japanese War, as the result of what their military attachés had seen Japanese howitzers accomplish. The work of these howitzers was watched with profound interest. Many generals, even in the German Army, disbelieved in them; France scoffed at them. But German expert opinion had given them its approval. "Our howitzers can quickly reduce any position, however strongly fortified, to such a condition that it can be successfully stormed," the German Staff maintained. The howitzers were of almost incredible size. German newspapers claim that 17 in. howitzers had been secretly manufactured by Krupps, and were now used. Actually the calibre (i.e., diameter of shell thrown) seems to have been 11 in. Throwing a high explosive shell, operated safely at such a distance that the artillerymen could be well protected from the fire of the forts, the howitzers could at their leisure hurl missiles which must smash even the mighty defences of Liege.

Immense howitzers batter Liege forts

Picture the scene. The forts, probably not too well provided now with ammunition or food, automatically raised their cupolas and fired at anything in sight. Men could no longer line the earthworks, for bursting shells covered them. Zeppelins dropped down explosives from above; the shells rained death incessantly. The acrid smoke of the high explosives penetrated the forts, a smoke that stupefies, numbs, and sometimes renders men half unconscious. An hour under such a rain of missiles must have been a purgatory. The heroes of Liege held on day after day, listening every moment for sounds of the relieving army which never arrived.

In the first descriptions sent out officially in Germany of the capture of Liege, nothing was said about the forts still holding out. "Liege is completely in German hands. The enemy's losses were heavy," said a German official message on August 9th. Nine days afterwards another official message was sent out declaring, "The secret of Liege may now be revealed. The enemy were not aware that heavy artillery was to be used in the attack upon them, and believed themselves secure inside their forts; but the weakest of the guns of our heavy artillery compelled every fort against which they directed their fire to surrender after a short bombardment. Within a short time our artillery reduced those forts to ruins."



KILLED WHILE SUCCOURING HIS ENEMY.
A private, in the great battle of Mons, which was fought on August 30th and 31st, 1914, offered water to a wounded German, and was shot at the same instant.

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THE BARBARIANS IN BRUSSELS.
At the head of the promenading column, here seen passing the cathedral church of Ste Gudule, were four gendarmes, twenty yards in advance of the German soldiers, and their duty was to shout to the inhabitants to close their windows.

This report was promptly denied by the French Legation in London, which declared that the forts were still holding out. Certain it is that the defence of Liege checked the German advance for a fortnight.

The end came at last. Fort after fort was battered and broken by the dominating German fire. In one fort the defenders blew everything up when they could hold out no longer, rather than surrender. At Chaudfontaine a shell penetrated the magazine and blew the place to atoms. General Leman was everywhere; apparently there were underground passages by which communication could be maintained between the forts.

Fort Loncin was the last to stand out. Here Leman and a small group of survivors made a final stand. Three out of four of the garrison had been killed or incapacitated; the general himself could scarcely move, his legs having been partly crushed by a fall of masonry; most of the guns were out of action. The general made all ready for the end, burning papers, destroying everything of military value, preparing to blow up the place at the last moment.

Fort after fort battered and broken

Then came a tremendous, concerted bombardment from the entire strength of the German howitzers. The watching German officers could see steel cupolas split and concrete walls crumble under the fire. A strong infantry force had moved up, ready to storm the fort. The fire paused; the infantry leaped in. As they advanced a magazine exploded, killing some of them. There was no more fighting. Those of the garrison left were helpless.

A German officer related the fate of General Leman himself. After a German shell had exploded the magazine in one of the forts, German soldiers entered on the work. They came on the body of the general, with blackened face, lying amid the ruins. "Respect the general! He is dead!" said his adjutant, who stood guarding the prostrate figure. General Leman was not dead. Later on he recovered consciousness. When he offered his sword to the German general, the latter refused to accept. "Military honour has not been violated by your sword," he said. "Keep it." General Leman had remained unmoved up to now. But at this tears sprang to his eyes.

He and the brave defenders of Liege had done their work well. At the outset it had been thought impossible that they could hold out for more than a day. Had the Allies been ready to take advantage of the opportunity thus afforded them, the outcome of the first part of the war might have been very different.

The President of the French Republic bestowed the Legion of Honour on the city of Liege, on account of its heroic defence against the Germans. This is an honour only bestowed previously on one other city.

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A NOVEL SIGHT FOR BRUSSELS: GERMAN CAVALRY HALTED IN THE CHAUSSEE DE LOUVAIN.

The above photograph of the spectacular German promenade through Brussels, and those given on the preceding and following pages, are the finest records of this historic event. They give a peculiarly vivid impression of the swaggering strangers within the gates of Brussels.

CHAPTER X.

THE BRITISH ARMY ON THE EVE OF WAR.

Great Britain With the Army of a Third-Class Power—Germany's Constant Preparations Arouse No Alarm—Advantages and Disadvantages of a Voluntary System—Strength of the Army on the Eve of War—The Territorial System—Lord Haldane's War Office Reforms—Ready for War in All Directions—The British Expeditionary Force—Colonial Forces.

NOTWITHSTANDING the terrible lesson of the South African conflict, and the innumerable reports of committees and commissions advising reform, the outbreak of war with Germany found Great Britain still "attempting to maintain the largest Empire the world has ever seen with military armaments and reserves that would be insufficient for a third-class military Power."

For this defect all parties and the nation itself were responsible. Preparation for war is the task of years. It involves immense sacrifices and vast expenditure. Abroad every able-bodied man had long been required to give up a substantial part of his life to the defence of his country. In Germany, the citizen serves for two years in the infantry, for three in the cavalry and artillery; in France for three years, whatever the arm. In Great Britain the nation had displayed an invincible opposition to serving for even three months.

The attitude of a section of the public was thus set forth in a pamphlet published shortly before the war:

"To most young men of active mind and body it is pleasant enough to command and to do the brain work of soldiering. It is another story to do the drudgery and the obedience. It is no great deprivation for a man who comes from a position of some means to have to spend a year or two in learning the game of fighting. It is a far more onerous burden to the workman to lose months or years of his best working life in wasted effort and uneconomic

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THE FLOWER OF THE GERMAN ARMY IN THE BRUSSELS PARADE.

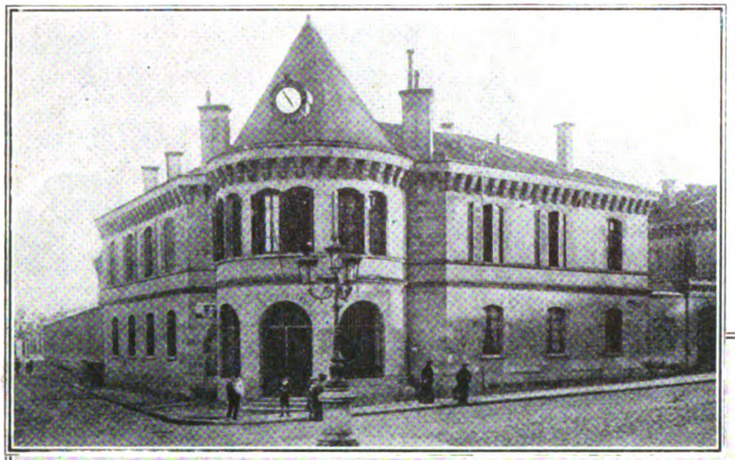
The Kaiser's crack troops were sent to impress the people of Brussels. In this splendid photograph (from a private source in Brussels) a group of Hussar officers is seen in the Chaussée de Louvain studying Belgian papers and enjoying a brief rest before their rush through Belgium to attempt that crushing blow at France which was the keynote of German strategical theory for the first phase of the war.

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exercise, producing nothing, earning nothing at the very time of life when young men ought to be making their position and measuring their ability."

Every word in this statement is true. But what the writer forgot, and what this war is proving, is that without security, without freedom, without national independence, everything else is of little moment. What shall it profit a working man to have "made his position," or "measured his ability," if his doom is to live as the helot of a German conqueror, and to see his earnings taken from him or his womenkind put up against a wall and shot by an alien soldiery? What if he gains the whole world and loses his soul?

On the very eve of war the British Army was reduced. For a generation the British military system had been an anachronism. It was based upon voluntary service, which means the willingness of a certain number of patriotic and public-spirited men to bear the onerous duty of fighting and dying for the



BORDEAUX, WAR COUNCIL HEADQUARTERS.



BORDEAUX, TEMPORARY SEAT OF THE FRENCH GOVERNMENT.

Owing to the possibility of the investment of Paris, and the absolute necessity of preserving complete freedom of action for the national administration, the French Government, with the Chamber of Deputies and the foreign Embassies, removed to Bordeaux on September 3rd, 1914.



THE PREFECTURE, PRESIDENT POINCARE'S BORDEAUX RESIDENCE.

nation. This system survived, not because the British people were altogether negligent or faint-hearted by nature, but because their chief attention was riveted upon party quarrels, and because they lived in an island, and had come to believe that they were secure against attack so long as their Navy could keep the sea. Moreover, a large part of their Army was required for work in tropical countries. For such duty compulsory service troops are not suited.

In a remarkable article which he contributed to the "Daily Mail," the great American writer, Admiral Mahan, pointed out in 1910 that the sense of security produced by the "water-walled bulwark" begets an optimistic

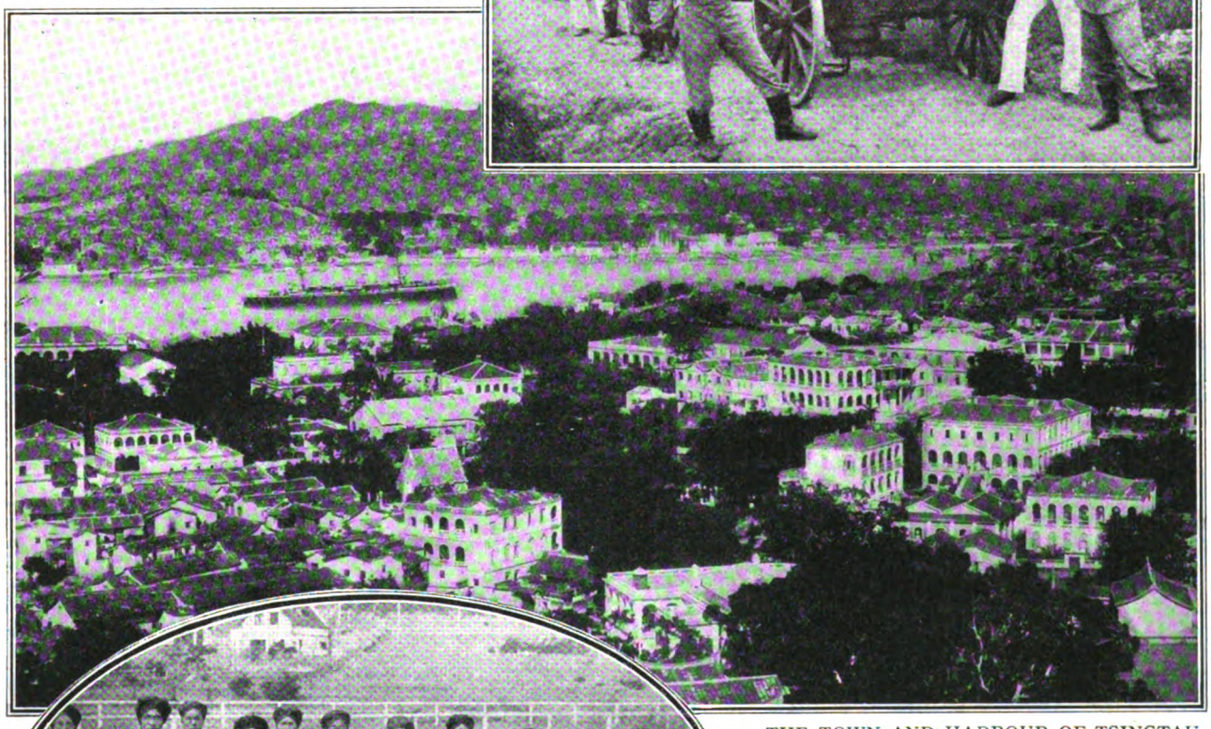
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attitude towards external dangers. Continuance of peace induces a practical disbelief in the possibility of war, and practical disbelief results in inaction. For a century the British race had lived secure and had seen wars or the menace of wars sweep over Europe and the world, leaving the British Isles untouched and unscathed, till it had come to imagine that it was protected by some special dispensation of Providence. The iron temper, the extraordinary capacity for organisation which Germany had displayed, the constant growth of the German armaments, aroused no real alarm.

Thus the British forces on land were weak in number. There was a regular Army composed of admirable soldiers, enlisted for seven or eight years with the colours (i.e. in the active ranks) and five or four years in the reserve, the total term of liability being twelve years. These troops, by their condition of service, could be employed in any quarter



GERMAN GUN-DRILL AT TSINGTAU.



THE TOWN AND HARBOUR OF TSINGTAU.
Japan declared war on Germany on August 23rd, 1914, and immediately commenced operations to reduce the strongly fortified port of Tsingtau (or Kiao-chau), "leased" by Germany from China.



TSINGTAU POLICE AT THE GERMAN PORT.

of the globe. The advantage of voluntary service for a long term of years is that greater professional ability is obtained, and that, as all who join do so willingly, there are likely to be fewer shirkers. The superiority over a compulsory service army due to this cause has been calculated by good military authorities at thirty per cent. That is to say, a voluntary service army of 100,000 men should be equal to a compulsory service army of 130,000 men.

As against these advantages there are signal defects. A long-service voluntarily recruited force is very costly. It will be small in numbers and will have no large reserve. It is apt to become a class apart from the population. The officers, because they have not constantly to strain all their faculties in teaching a continual succession of short-service men, are liable to deteriorate, though it must be said that the British officer in this war has proved his

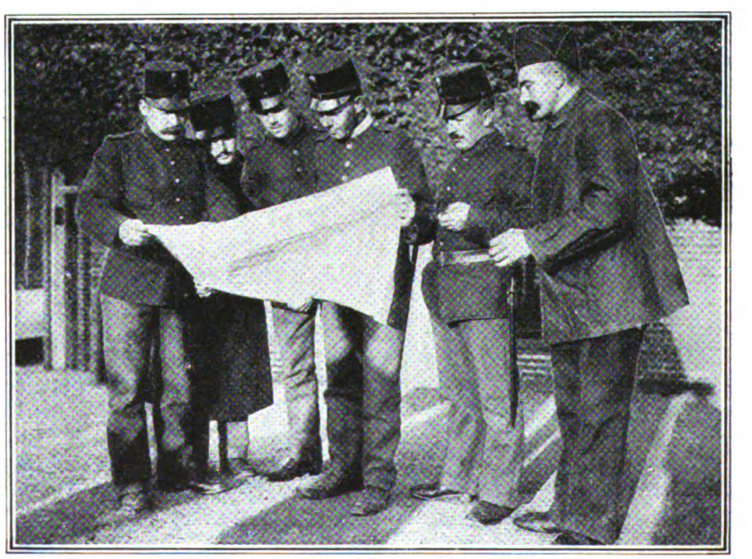
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ONE OF THE SHARP SERVIAN THORNS IN THE AUSTRIAN SIDE.
A sharpshooter in his rifle-pit in the public gardens of Belgrade, overlooking the Danube, and commanding Semlin, on the Austrian frontier.

magnificent quality. The supply of recruits depends upon the state of trade, falling when trade is good and rising when trade is bad.

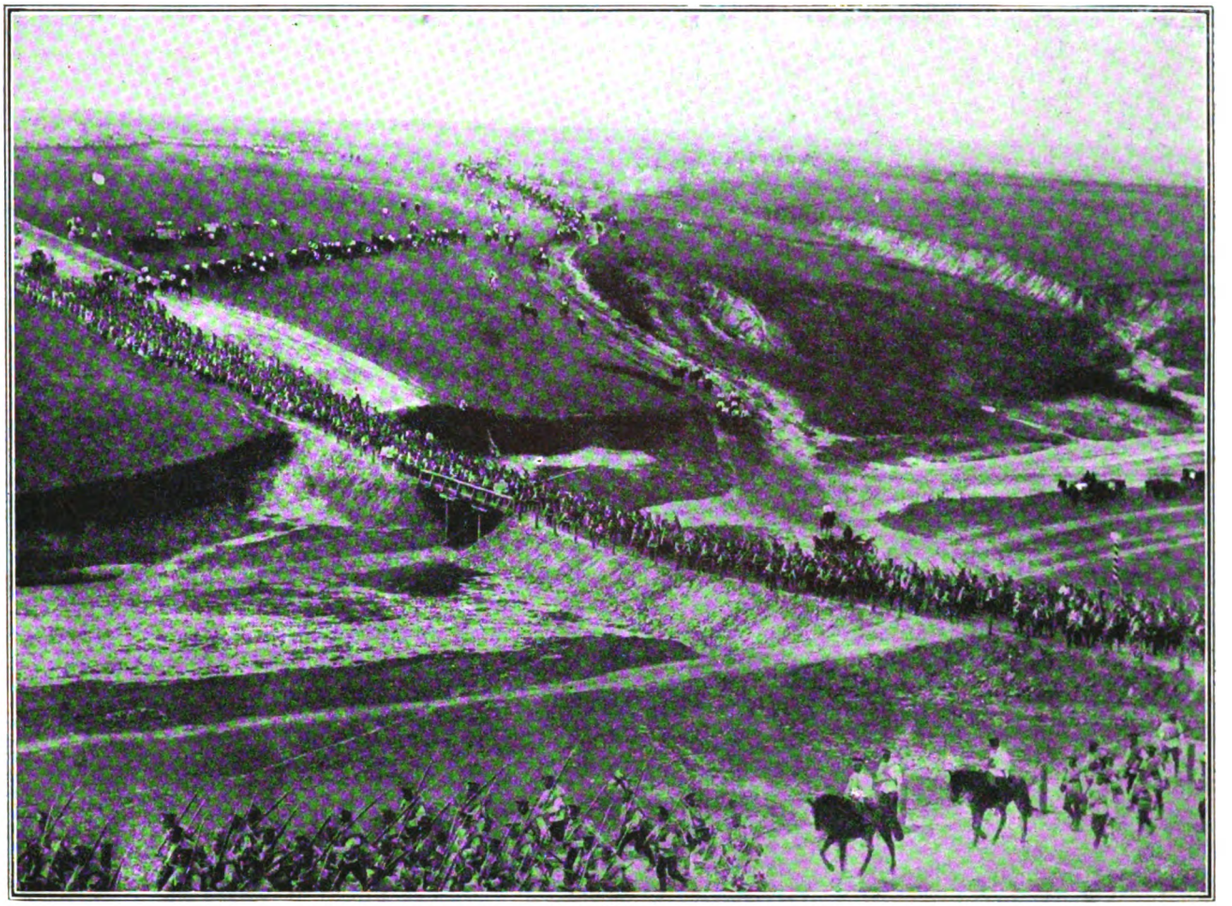
Extreme severity of training is likely to deter men from joining. "Our desires with regard to the training of the men," said Sir Evelyn Wood before the South African War Commission, "are strictly limited by what the recruiting officer tells us is the character of the training which would be agreeable to the population which we hope will come into the Army." Again, where the system of service is voluntary, the men enlisted will represent only one class of the population. Where it is compulsory, all classes are in the ranks. Lastly, there is always difficulty in obtaining sufficient officers where service is voluntary. Where it is compulsory, officers can be obtained from those who would have to serve as privates, if they did not enter the commissioned ranks.



NEUTRAL SOLDIERS' THIRST FOR NEWS.
Dutch soldiers eagerly perusing the special newspaper issued in Holland for soldiers and sailors.

The strength of the British regular Army in Great Britain and the Colonies was 156,110 officers and men in 1914, on the eve of war, 12,000 short of the establishment (or nominal strength). There were, in addition, 78,400 British troops serving in India. The regular Reserve, all trained men, numbered 146,000,

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THE MIGHTY RUSSIAN AVALANCHE SURELY AND STEADILY ON THE MOVE.
An outstanding feature in the public mind during the early phases of the war was a supreme confidence in the steady advance of the allied Russian forces in Austro-German territories.

and the Special Reserve, consisting of partially trained men, numbered 63,000. All these were liable to foreign service. From this host of men, however, important deductions had to be made. About 30,000 of the regular Army were under twenty and unfit for foreign service. Another 10,000 must be subtracted for men of military age in hospital or incapable of taking the field. Before the Army embarked for foreign service, these men had to be eliminated and replaced by reservists. At the same time, all the units—regiments, squadrons, and batteries—required further complements of reservists to bring them up to war strength; and these reservists, joining from civil life, needed some days or weeks of training before they could support the trials and privations which fall upon the soldier in war. It was not that the spirit was lacking. But only constant practice can harden the soldier's feet to the work of accomplishing long marches and enable him to carry his burden of 90 lb. weight.



GUARDS ON A NEUTRAL FRONTIER.
Swiss and German outposts facing each other on the frontier near Basle.

In the German Army the reservists in the first line army corps are fewer in number; weakly men are replaced immediately from the reserves in time of peace, and the reservists themselves are constantly called up for training. The defects which hampered the British Army were not found in Germany to the same extent, a fact which covers with the greater glory the splendid performance of the British regulars in Belgium and France.

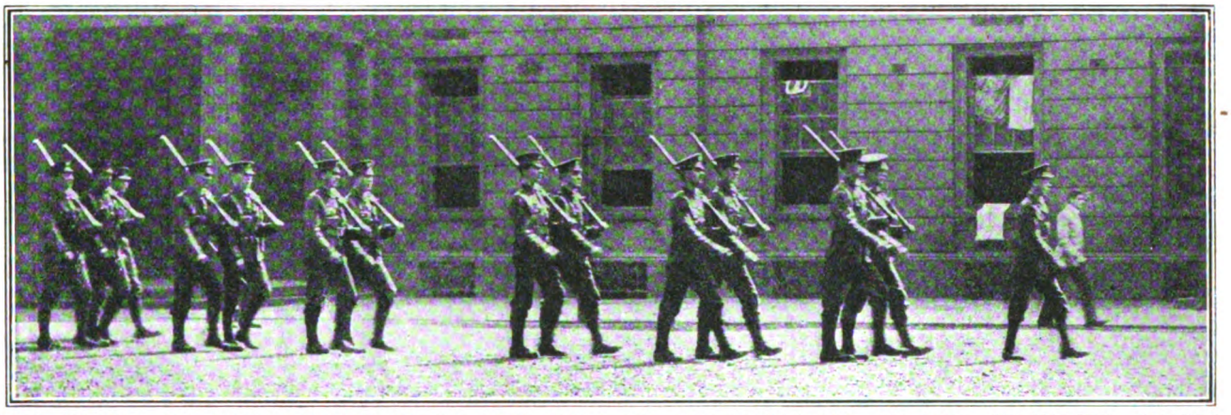
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In the second line behind the regular Army was the Territorial force. This was organised and established by Lord Haldane, then Mr. Haldane, in an Act passed in 1907. Its organisation, however, was accompanied by a grievous reduction in the regular Army, the active ranks of which were diminished by about 20,000 men, and the reserves by at least 20,000 men. At the same time the old Volunteers were swept away. The Territorial force was, therefore, not a new creation. It simply replaced an older and a larger force.

Originally, Lord Haldane aimed at an armed nation with an armed force of 900,000 men. He coupled with his scheme a plan for compulsory military training in schools, which he hurriedly abandoned in the face of opposition.



COLONIALS TRAINING FOR 2ND KING EDWARD'S HORSE.
A splendid cavalry regiment formed in London of Colonials with war experience. They are here seen at the White City.



THE PRINCE OF WALES MARCHING AT THE HEAD OF HIS BATTALION OF THE GRENADIER GUARDS.
The Prince, as a lieutenant of the Guards, puts his men through a course of drill at the Wellington Barracks after the march.

Finally, his Territorial force was established with a nominal strength of 313,000 officers and men. It differed from the old Volunteers in that it was organised in brigades and divisions, which were composed of all arms (i.e. of infantry, cavalry, or yeomanry, artillery, and engineers). This organisation was a real gain from the military standpoint. But the force lacked training. All that the men serving in it underwent was fifteen days in camp each year and a certain number of drills. As it was recruited voluntarily, from men employed in industry and in business, a longer and more arduous training was impracticable.



2ND KING EDWARD'S HORSE DRILLING AT THE WHITE CITY.
This fine regiment was organised by Major Norton Griffiths.

The Territorial Force on the eve of war was about 63,000 men short of its proper strength. That is to say, it numbered about 250,000 men instead of 313,000, and of those in the ranks nearly 17,000 were in 1913 under eighteen years of age. Yet its existence was a sign that patriotism was still strong in the heart of many of the younger men. For those who enlisted and served in it did so with the knowledge that its training was perfunctory and its armament out of date. Bismarck's great saying, "If we are obliged to stake the blood of our people against our enemies in the field, then we are bound to provide them with the best weapons of offence and defence that money can procure," was not applied by either of the British parties. The Territorial guns were old-fashioned, and the rifles in many of the units not of the latest pattern.

Alarmed at the weakness and want of training of the Territorial Force, and at the insufficiency of the regular Army, for many years before the war Earl Roberts, that glorious soldier who had restored victory to the British colours in South Africa, had called upon the nation to accept some form of compulsory service for home defence. So far back as 1905 he declared

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that "There is no option but to introduce universal training for home defence." Year after year he repeated his disregarded warnings from manifold platforms, with a persistence which was heroic.

But his efforts were in vain. When he pointed to General von Bernhardi's notorious work, "Germany and the Next War," which proclaims the necessity of attacking and humbling Great Britain, he was accused of libelling the Germans. He was actually denounced by the politicians for "an infamous attempt to try and stampede the country into conscription," for inaugurating a "devil's dance," and for offering provocation to Germany.

Thus the British nation, firmly convinced that a strong Navy would protect it from every peril, neither armed nor prepared on land. Under the shadow of the German menace, which grew blacker with each year, as the German military estimates increased, as the strength of the German Army was constantly raised, as the number of German Dreadnoughts and destroyers available rose, it married or was given in marriage, and continued peaceably eating and drinking, working, and quarrelling over partisan issues, until the actual shock of war fell upon it, and in a moment revealed the errors of its false prophets.



"WRITING HOME"—THE FIRST THOUGHT.

It woke from its slumber and repented of its fault. But not in a moment, in a month, or a year could the mischief be undone. Thousands of recruits might come forward, but there were none to drill them, and neither uniforms nor arms. There were no barracks in which to lodge the men. Worst of all, there was no supply of trained officers to command the new levies.



BRITISH NURSES FOR THE ALLIED FRONT.
A contingent arriving at Dieppe.



WOUNDED IN A BRUSSELS HOSPITAL.

Under Lord Haldane's scheme an Expeditionary Force of 160,000 men, nearly all regulars, was constituted for employment abroad in case of need. The best feature of Lord Haldane's reforms was that all the arrangements for the rapid mobilisation and embarkation of this force were worked out by the War Office and the Committee of Imperial Defence, which was another creation of Lord Haldane. The War Office, indeed, notwithstanding its inadequate resources, displayed a surprising efficiency, and had all its plans prepared when the upheaval came. Every measure which would be requisite in a great war had been considered and studied beforehand. Thus, on the outbreak of war a series of Acts of Parliament could be speedily passed to meet the emergency and protect the nation's existence, and time was not wasted in futile discussion.

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But the bitter fact remained that no large army could be instantly placed on the Continent. The British nation had not realised the swiftness of modern war or the enormous masses of men employed in it. Up to the very last it believed that preparations for war could begin after war had broken out, and that effort at the last moment could repair the consequences of years of apathy and inaction. For that belief, for the mistakes of years, the nation was doomed to pay dearly indeed, and its gallant sons and soldiers in the field to suffer unceasingly in the terrific fighting of the first month of the war on land, in the long and arduous retreats, in the battles where another army corps might have turned the scale, had that army corps not been wanting at the front.

Strength of British Expeditionary Force

At its full strength the Expeditionary Force was about equal to three of the army corps in which the armies of Europe are organised. It consisted of one division of cavalry, composed of four brigades with 6,550 men and twenty-four guns, and six infantry divisions. Each infantry division was composed of three brigades, and mustered 18,000 officers and men, with eighteen 4·5 in. howitzers (short guns firing a heavy shell at a high angle); four heavy 60-pounder guns; fifty-four field guns, firing an 18 lb. shell; and twenty-four machine-guns.

Besides these units, two siege artillery brigades were organised to assist the Expeditionary Force if required. The first took into the field sixteen 6 in. howitzers, firing 100 or 122 lb. shells. The second was equipped with eight howitzers of yet heavier type, the details of which cannot be disclosed.

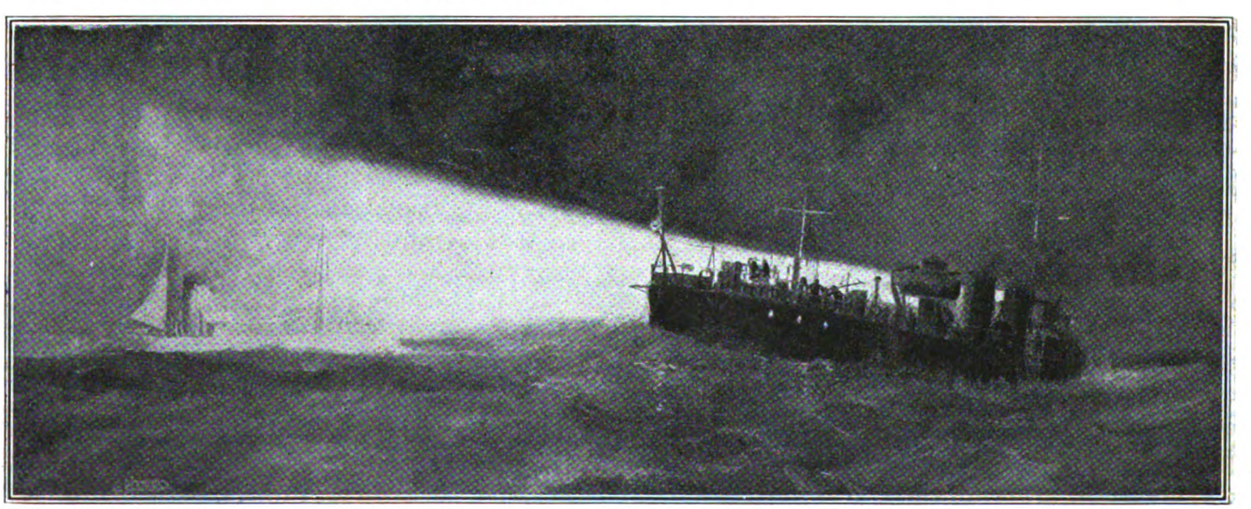
In artillery the British army corps was distinctly inferior to the German, which took into the field one hundred and twenty-six field guns, eighteen 4·5 in. howitzers, sixteen 6 in. howitzers, and eight heavy 8·3 in. mortars.

Of the other States of the British Empire, India, besides the British garrison of 78,400 British troops, had her splendid native army, with a strength of 164,000 officers and men, and reserves amounting to 35,700 men. In addition to these were 20,000 Imperial Service troops maintained by the native States, which in this crisis displayed noble loyalty, and 42,000 European and Eurasian volunteers.

Military power of the Dominions

The Commonwealth of Australia had in 1911 imposed a system of compulsory military training upon its manhood, though the period was exceedingly short, amounting only to sixteen days, or slightly in excess of the training required of the British Territorial Force. There was a nominal total of about 170,000 men at the end of 1913 who had received some training in arms, and for whom officers could be supplied from the Australian contingents which had served so gallantly in the South African War. The Australian is by physique and habit of life a good soldier, inured to fatigue, and usually a fine horseman, intelligent, energetic, and full of initiative. In the Dominion of New Zealand a Defence Act passed in 1909 provided for the training in arms of every able-bodied New Zealander. A Territorial Force of about 30,000 men existed, and it was composed perhaps of the most admirable material in the world. In South Africa all citizens were rendered liable to compulsory service by a Defence Act passed in 1912. The South African Army was in process of organisation when the war broke out. Here, again, the material was excellent, as a very large part of the population, British or Boer, had taken part in the war of 1899-1902, and the Boers were a people with great military traditions, and soldiers who had obtained great experience in the field.

In Canada there existed a permanent trained force of 3,500 officers and men, with an active militia of 73,900 officers and men, the ranks of which could be filled in the case of necessity by compulsion. The organisation of this force, however, had made little progress before the war.



THE CEASELESS VIGIL IN THE NORTH SEA: A DESTROYER'S SEARCHLIGHT DISCOVERING A TRAWLER.

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Presented with "THE GREAT WAR."

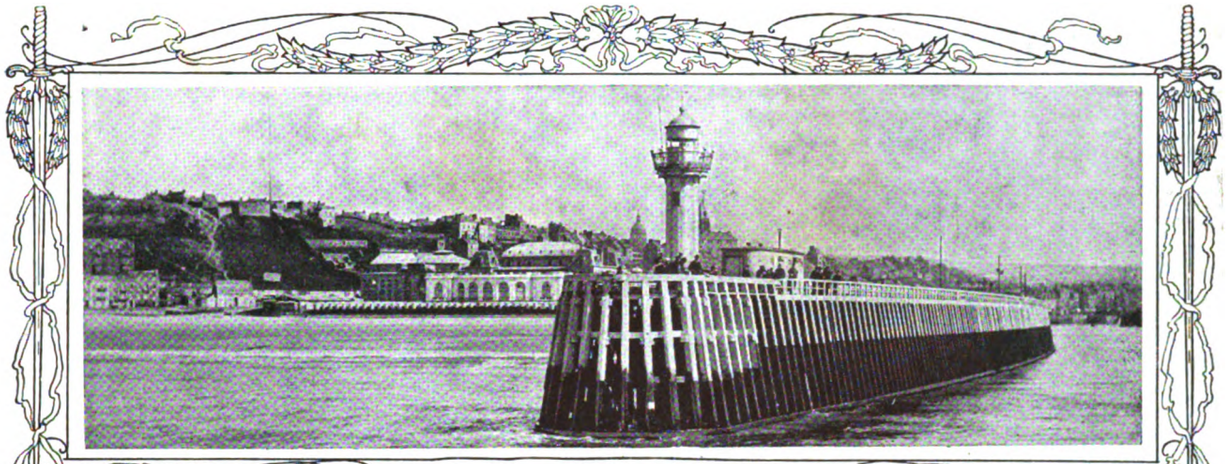
Photo. Gale & Polden.

Field-Marshal Sir John D. P. French K.C.M.G. G.C.B.

Commander-in-Chief, British Forces in the Field.

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VIEW OF THE PORT OF BOULOGNE

WHERE THE BRITISH TROOPS LANDED

CHAPTER XI.

THE LANDING OF THE BRITISH AT BOULOGNE.

By George C. Curnock, Special Correspondent of the "Daily Mail."

Secrecy of the Transport Movements—Guard of French Submarines—Service of Interpreters—Coming of French and British Staff Officers—Argyle and Sutherland Highlanders Land—Preparing Camps and Hospitals—Boulogne Beflagged—"Are We Downhearted?"—Exchange of Favours—Admiration for Men and Guns—Royal Flying Corps—Leaving Boulogne for the Front—King George's Message to the Men—Lord Kitchener's Admonition—Boulogne Deserted and Isolated.

BOULOGNE was early made a base for the reception and despatch to the front of the British Expeditionary Force. In many respects it was well fitted for that purpose. Lying well behind the old tidal dock and out of sight of the Quai Chanzy, where the cross-Channel boats land their passengers from Folkestone, is the Loubet Dock (Basin Loubet), with a frontage on three sides equipped with electric cranes and railway sidings.

Here it was possible for five transports to berth at one time and discharge, not only troops, but all the vast impedimenta of a modern army—its guns, transport waggons, horses, ambulances, stores, and motor-vans.

Great secrecy was maintained regarding the despatch of the Expeditionary Force. The whole of the first portion had been landed in Boulogne before the British public was even aware that it had left the shores of England. The regiments comprising it were ordered to leave their depots without knowing where they were going. They entered railway trains, the drivers of which were



THE ARRIVAL OF GENERAL FRENCH AND THE BRITISH EXPEDITIONARY FORCE AT BOULOGNE.

A few days after the declaration of war the British Expeditionary Force began to reach French soil. Boulogne became for the time a khaki camp where British troops were mustered before being drafted north to the Franco-Belgian frontier. The whole Expeditionary Force was landed "with the greatest precision and without a single casualty," to quote an official communiqué.

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BRITISH INFANTRY AT HAVRE.
Inspection just before proceeding to the fighting-line.

ignorant of their final destination, and even when they were placed in transports at Southampton, while they could guess that they were bound for France, they did not know to what port they were being sent. To such an extent was this secrecy carried that even the captain of the transport did not know whither he was bound until he had opened his sealed orders ten miles from land.

In their passage across the Channel to Boulogne and Havre—the second great port of debarkation for the British Expeditionary Force—the transports were guarded by a portion of the French Fleet, whose submarines were on constant patrol duty, slipping in and out of Boulogne Harbour, line ahead, like eels with monster fins.

At Boulogne it was not possible to conceal the fact that arrangements were being made for the reception of the force. Not a word, however, appeared in any newspaper, English or French. Prudence and patriotism dictated silence. Now, however, since the need for secrecy has vanished, it is possible to say what happened.

First signs of welcome invasion

The first sign of the coming of the troops was the arrival of a number of smart French officers in uniforms of the cavalry, engineers, artillery, and line, who took up their quarters at the Hotel Christol, facing the harbour, and showed a surprising acquaintance with the English language. These, it soon transpired, were staff interpreters detailed for duty with the British troops.

As showing the ramifications of the French military service, which takes in men of all classes and professions wherever they may be, in France or abroad, it may be stated that one of these interpreters was a Birkenhead and Liverpool cotton merchant, another was the French master of a famous West Country public school, another was a member of a French shipping firm who had spent several years at its branch in Newcastle.

A fourth was a barrister who has made frequent appearances in the British High Court, a fifth was a French count, well known in English society, a sixth had hunted every season in England with the Pytchley for years past, a seventh was a man of leisure who knew London as well as Paris, and an eighth was a former Embassy attaché. To such men as these, and many more, subsequently





BRITISH CAVALRY ENTRAINING AT BOULOGNE.
Some of the British force entrained on the quay for the front without resting in the French port. Inset picture shows Sir Horace Smith-Dorrien at Folkestone before crossing the Channel, where he was so soon to win a glorious name for military genius.

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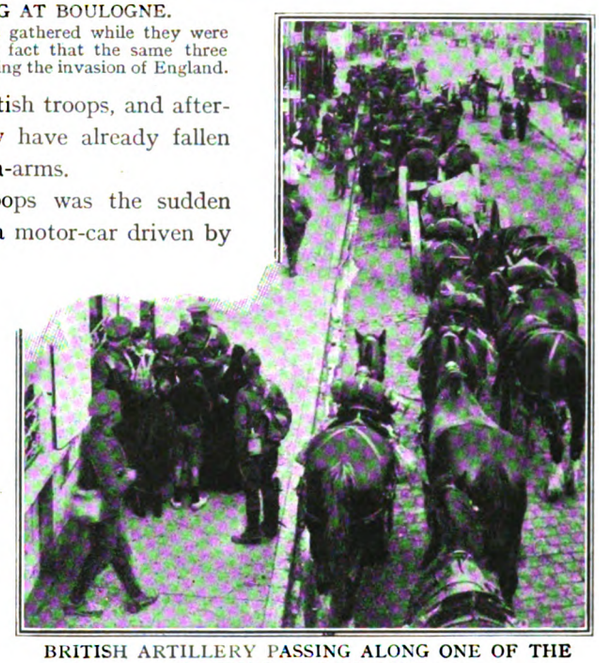


BRITISH CAVALRY IMMEDIATELY AFTER DISEMBARKING AT BOULOGNE.
There were three great camps in which the British Expeditionary Force gathered while they were massing at Boulogne before advancing to the front. It is an interesting fact that the same three camps were used by Napoleon for the French army he prepared when projecting the invasion of England.

fell the duty of aiding the landing and despatch of the British troops, and afterwards of accompanying them in the field, where not a few have already fallen fighting by the side of their English and Scottish brothers-in-arms.

The second notable sign of the coming of the troops was the sudden appearance of British staff officers at the same hotel, and a motor-car driven by an English private, which made many hurried visits to the famous old Chateau Tour de l'Ordre, in the Haute Ville (upper town) of Boulogne, where Colonel Daru, the governor, had his headquarters. These were followed by more cars of French ownership, in which staff officers of both armies scoured the country round. The third sign of the coming of the troops from England was a sudden order given to the merchants of Boulogne to clear their goods from the sheds lining the Basin Loubet—an order obeyed with alacrity, seeing that the goods had not paid duty. Then the first transport came, bringing vast stores of camp equipment and just a bare handful of troops. Only a handful, but, to the joy of the people of Boulogne and the English residents, they were men of a splendid Scottish regiment—the Argyll and Sutherland Highlanders. The Boulonnais will long remember the "A. and S." men. They were the first to come and the last to go. For two weeks they were quartered in the old barracks behind the post office. None knew that they had landed until they came swinging along the road past the tidal dock and the Central railway station, over the bridge and lock gates opened by Napoleon III., and round the little square to the barracks, khaki-clad, but kilted for all that, with knees bare and pipes skirling, while the crowd lined the road and

Preparing for the British army



BRITISH ARTILLERY PASSING ALONG ONE OF THE STREETS OF BOULOGNE.



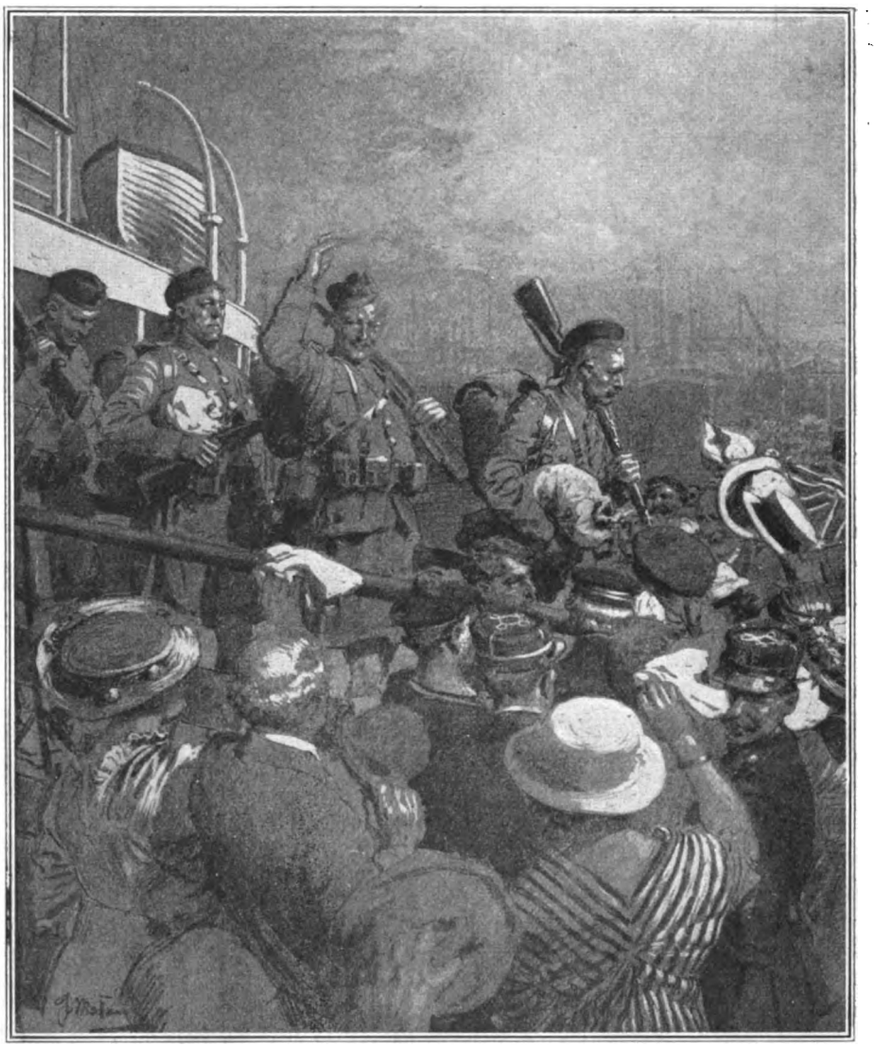
FRENCH SOLDIERS WATCHING THE ARRIVAL OF THE BRITISH.
Boulogne to a man—and woman—gave the British Expeditionary Force a warm welcome, and no welcome was more cordial than that of the French soldiers, who expressed an admiration for their new comrades-in-arms that soon became mutual.

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cheered, running from the quays and shops to see the British come at last. What soldiers they were, these Highlanders! How strong and sturdy they looked, every man with his face sun-burned by much marching in Scotland, every one smiling and happy, looking to left and right with wonder at the brown-smocked fishermen and the fish-wives of the quays, and the dancing waters of the harbour then crowded with trawlers.

For a day or two Boulogne saw no more—or, at least, only small details who came, as these did, with the first stores and camp material. The military authorities were not idle. During these waiting days they prepared five camping grounds for the troops on the hills around Boulogne.

To those who knew the military history of the place, the selection of these camps was a matter of great interest. There was the Marlborough Camp on the Calais Road, almost under the shadow of the column erected to the memory of the first Napoleon, the St. Martin Camp, in two sections, on the road to St. Omer, and the St. Leonard Camp, also in two sections, on the road to Pont de Briques.



LANDING OF THE BRITISH EXPEDITIONARY FORCE AT BOULOGNE IN AUGUST, 1914.

The first British troops to land were a contingent of Scottish Highlanders, and their arrival evoked a welcome of rapturous enthusiasm from both the civil and military population of the French port, where memories of "the Auld Alliance" between Scotland and France still linger and bring the Scotsman even more closely to the hearts of the French people than the Englishman.

Each of these spots was selected by Napoleon for the troops which he gathered together at Boulogne in the first decade of the last century, while down below, in the harbour of Boulogne itself, lay the hundreds of light-armed vessels in which he proposed to transport them for the invasion of England. French Territorial troops, the middle-aged men of the fields and towns, were employed to clear the ground for these camps, and for a day the fields, ripe for harvest, were strangely occupied by soldiers in blue coats and red trousers, each man swinging a scythe or raking together the crops with the skill of men well used to such labour. As they worked, the children of the neighbouring villages merrily gleaned after them, understanding little of the omen of the man with the scythe reaping this harvest of war.

The great camps at Boulogne

There followed more men in blue and red, digging trenches, laying water-pipes and erecting stand-pipes for the soldiers; then the Highlanders pitching tents, until the bare fields were ordered lines of canvas; and standing there, with a fair blue sky overhead and the clean Channel breeze sweeping up and over the hill, one might well think for a brief moment that war was a lovely and delightful thing, since it brought men from the towns and overcrowded cities to such sweet air and so glorious an outlook.

Near the Marlborough Camp, in the grounds of an old convent, a base hospital for the British was prepared, at first with only a few beds, but afterwards with many. At this date, in the first two weeks of the war, it was apparently thought that Boulogne would become a permanent base, through which troops could be poured, and to which the sick and wounded might return. How quickly that idea was abandoned, those who watched

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the arrival and departure of the troops realised. It vanished when the German hordes burst through Mons and Charleroi into France, disappearing with many another fair plan and joyous hope like snow in summer-time. Thus was all made ready for the arrival of the troops—methodically and in good order, without rush or excitement, and in accordance with a fixed plan and pre-arranged time-table.

Boulogne was already well accustomed to the sight of khaki, though the bulk of the troops had not yet arrived, when the mayor of the city, M. Felix Adam, issued a poster of which the following is a translation :

"ARRIVAL OF THE BRITISH TROOPS.

"APPEAL TO THE INHABITANTS.

"My dear Citizens,—This very day arrive in our town the valiant British troops, who come to co-operate with our brave soldiers to repel the abominable aggression of Germany. So before the invasion of the barbarians all Europe rose against the like race (*la race germaine*) who menaced the peace of the world and the security of other people.

"Boulogne, which is one of the homes of the Entente Cordiale will give to the sons of the United Kingdom an enthusiastic and brotherly welcome. The citizens are requested on this occasion to decorate the fronts of their houses with the colours of the two countries.

"*At the Hotel de Ville, August 10th*, 1914.

"Le Maire de Boulogne, FELIX ADAM.

"*Vise.* Le Gouveneur de la Place, DARU."

Obedient to this summons the whole town of Boulogne burst into a display of bunting. All French houses in the main streets have brackets ready fixed for the reception of a flagstaff, and from these hung the colours of Great Britain, France, and Belgium, whose plucky defiance to the barbarian German had already



ON THE TRAIL OF THE INVADERS.
Belgian bugler sounding the advance at Melle, a village near Ghent, where the Germans, pushed back from Termonde, had camped on the night of September 8th, afterwards destroying the place.



BELGIAN CAVALRY AT REST CONCEALING THEMSELVES FROM THE DANGER IN THE SKY.
A detachment of Belgian lancers halt at midday in the shadow of a wood. Advantage is taken of any natural cover that will shield them from German aeroplane scouts, and artificial protections are also erected, such as screens of wheatsheaves, supported by lances, under which the Belgians can conceal themselves both from the bomb-dropping air scouts of the enemy and the fierce rays of the sun.

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BELGIAN COLUMN RESTING IN THE NOONDAY SUN.



BELGIAN STAFF OFFICERS DISCUSSING PLANS.

awakened enthusiasm for that brave little nation. At this time the whole of the Hotel Christol was taken for the British transport staff under Colonel Asser, and the whole town was alive with troops of the two nationalities. Boulogne was nearing the height of the war fever. Most of the shops and hotels were still open. Some of the summer visitors remained, and in the country near were many English residents, still enjoying the peace and beauty of their villas and country places, confident that the coming of the British troops meant security from the alarms of war.

In this week, too, Boulogne bade farewell to the second battalion of the 8th Infantry, a regiment composed of stout-hearted Boulonnais, so soon to shed their blood on the fields of Belgium. Then those who were waiting for the arrival of the British saw the real meaning of the war for the people



A COMPANY OF BELGIAN LANCERS WHOSE DARING HARASSED THE GERMAN ADVANCE.

The French and British soldiers, brave though they showed themselves to be at every turn, hardly surpassed the extraordinary daring and gallantry of the plucky Belgians, who bore the first thrust of German aggression and were beaten back only by overwhelming odds.

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BELGIAN BIVOUAC ON THE OUTSKIRTS OF MALINES.
Malines was only less badly treated than Louvain by the enemy. Lying midway between Brussels and Antwerp, it came between the hammer of German aggression and the anvil of Belgian resistance. Shot and shell reduced a large portion of the city to ruins, and then the Germans spent their insensate brute fury upon the helpless civil population.

of France. They saw the wives and sisters of the men in the ranks kissing them farewell with tears of pride and sorrow in their eyes. They saw a woman of the people walk in and out of the ranks and solemnly give her right hand and a kiss to the cheek of a hundred men—heartrending benediction—and then run quickly away. They saw the colonel march down the ranks, with a word and a jest for "mes enfants" ("my children"), showing that fine camaraderie which is typical of the relations between French officers and men.



BELGIAN OUTPOSTS BEHIND CUT CORN.
This picture reminds us of the undaunted bravery of the soldiers of Belgium, who were resourceful to a degree in withstanding the flood of German army corps that laid waste their fields and cities.

While yet the French troops were leaving for the front in Belgium, the British troops came at last in their thousands to Boulogne, an invasion which began in great force on August 13th, and continued for ten days. The Basin Loubet was the scene of the debarkation. Into this commercial harbour swung ships of two to five thousand tons burden, piloted by tugs, and berthed with great ease along the quays. Many of them bore names which showed that they had been taken from Transatlantic service. All were crowded with troops, and their decks cumbered with waggons.

As soon as the ships were moored, the broad gangways were run out, the electric cranes began to swing, and out of each poured

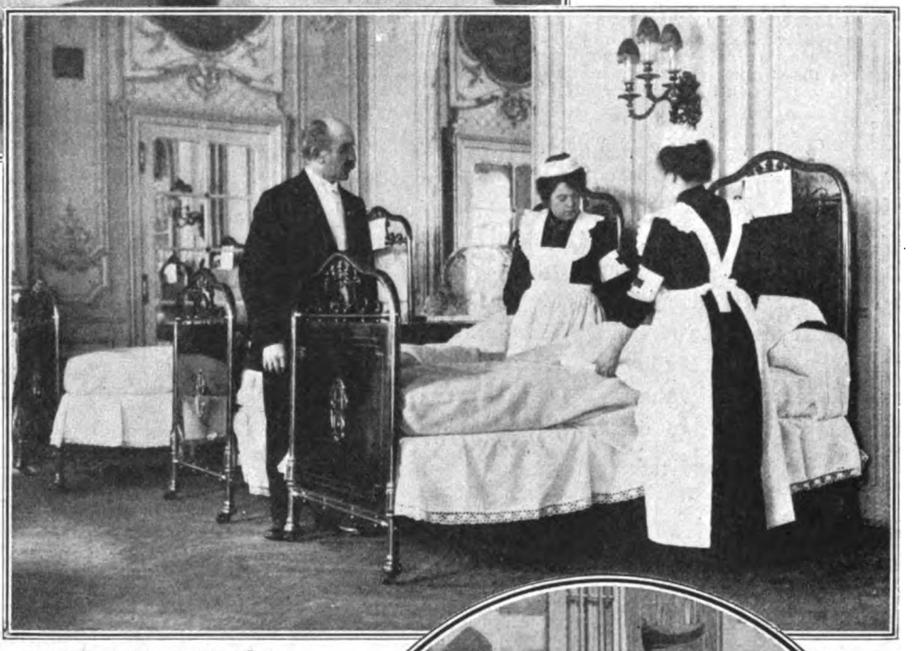


HASTENING TO DEFEND THEIR COUNTRY—BELGIAN CAVALRY FOR THE FRONT.
When war's alarums called up the Belgian soldiers the response was immediate, and mobilisation rapid. These cavalrymen are carrying their kitbags on their way to entrain for the point of attack on the eastern frontier.

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BRITISH NURSES AT THE KING'S PALACE IN BRUSSELS.
British women had appeared in Brussels on their mission of mercy before the British army was able to reach the firing-line. The Belgian soldiers were greatly interested in them.



HOTEL BED-ROOM AS A HOSPITAL WARD.
The Royal Palace Hotel, Brussels, like the Royal Palace itself, was transformed into a hospital for the wounded

its splendid living freight and its equally magnificent equipment of war. Among the first of the troops to be landed were the Middlesex regiment. Competent observers said they had never seen a finer line regiment on the march. Every man was of the best fighting age, from twenty-five to thirty-five, all seasoned and hard as nails. The great bulk of the men were reservists, and a fair sprinkling of them had South African ribbons. As they passed the barracks behind the post office, where the early comers of the Argyll and Sutherland Highlanders were clustered behind tall iron railings, the lads from Scotland hurled at them the old football cry—to-day a British slogan of war on many a battlefield: "Are we downhearted?" And back from the ranks as they passed came the answer with a thunderous roar: "No-o-o-o-o-o!" By the following day this call and its answer was heard along the Rue Faidherbe and up the steep Grande Rue. The townspeople caught it and shouted it to the men of Worcester and the Oxford and Bucks, and the latter added their own cry: "Shall we win?" To which they gave their long-drawn answer: "Y-e-e-e-s-s!"

Setting out with laughter to the front

It was a scene to fill with laughter and tears every true British heart. Watch them as they pass with their brown, jolly faces, and shirts wide open at the throat, shouting, and showing as they shouted the working of great throat muscles and dazzling rows of white teeth. Were ever men so fit for the terrors and ardours of war!



BELGIAN BOY SCOUTS ACTED AS DESPATCH-BEARERS FOR THE WAR OFFICE.

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EXPELLING THE CIVIL RESIDENTS OF LOUVAIN FROM THEIR HOMES.

Germany's inexpiable crime of Louvain on August 25th, 1914, remains her eternal shame. The university with its world-famed library, many beautiful churches, and great parts of the residential and business sections of the city were given over to bomb and flame. Before the fire of destruction was let loose upon the condemned city the people were herded out by the merciless invaders. The brutal and cowardly Uhlans are here seen driving before them the priests, old men, women, and children.

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Hour after hour they passed. See the Highland Light Infantry marching with saucy step and a rolling swing to the maddening skirl of the pipes. Hear the Connaught Rangers singing "It's a long, long way to Tipperary—it's a long way to go," while the officers ride between, full of pride in their men, quietly smiling as they ride, and raising hands in salute to their brother French officers on the pavements.

No wonder that the "France Du Nord" said in its issue of August 15th: "The gallant bearing of the men, their gaiety, fine looks, muscular appearance, as well as their splendid conduct, are of happy augury."

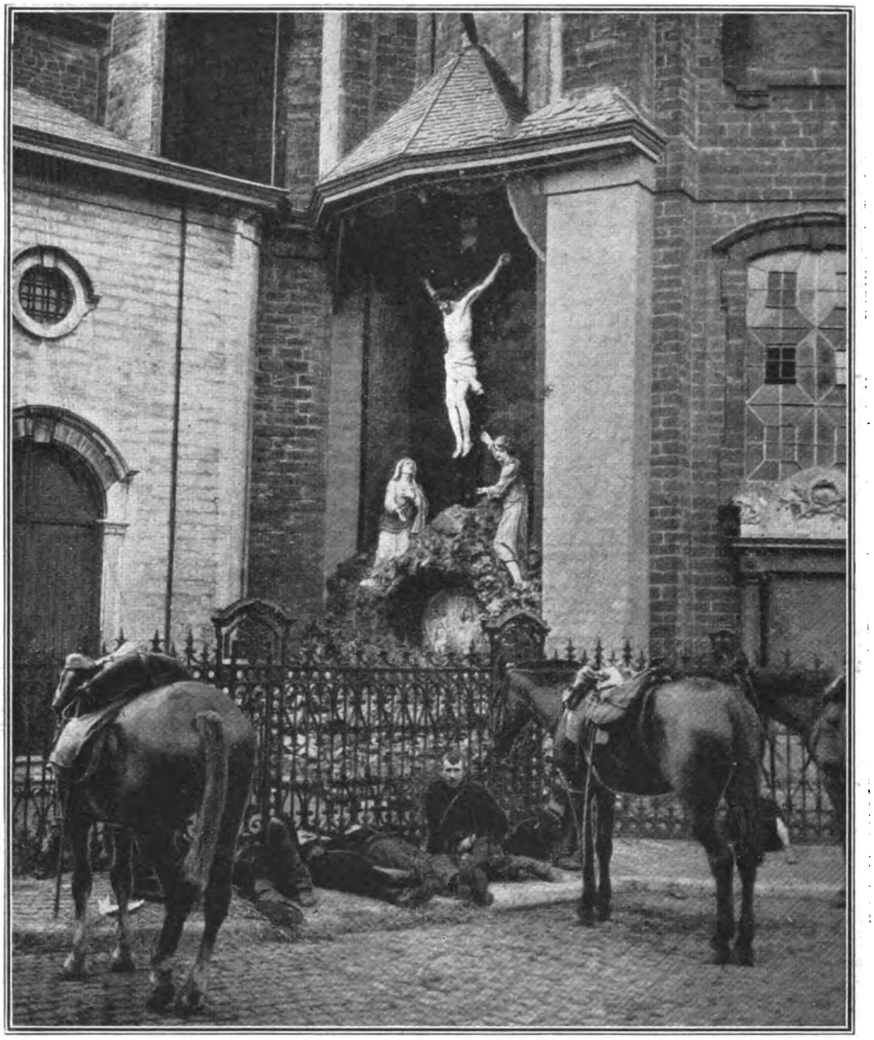
"Never have I seen such splendid men!"

Little wonder either that a Frenchwoman, standing on the steps of an hotel in Boulogne and watching the men march by in their thousands, so full of youth and life, placed her hand to her throat in a gesture of dismay, and gasped, "Ah, it makes me sick at heart to see so many fine men marching to war. They are so full of life. Never have I seen such splendid men! Oh, but they are brave to go laughing, when so many will never return."

The infantry were the first to come. In addition to the troops already mentioned, the Royal Scots, Gordons, and Royal Irish passed through Boulogne, with other regiments which came on the midnight tide, and went scurrying away to the front before Boulogne was awake For ten days the camps on the hills fulfilled their purpose in giving the men a good night's rest under canvas, and a hot meal before they started for the scene of the fighting. Boulogne flocked to these camps, making much of the soldiers, and giving them little favours, cigarettes, cakes. In return for these the soldiers gave them their shoulder-pins, the letters distinguishing each regiment, and half the girls and women of Boulogne were soon wearing them as brooches. Others went to the camps to admire the work and equipment of the British troops, among them French professional soldiers, who said they had never seen such arrangements for the care and comfort of troops on active service. "Your men," said one officer, "ought to fight well on that meat and jam!"

Very soon the character of the troops landing in Boulogne began to change. The infantry stream slackened and a tide of artillery set in. To the pleasure of seeing firm and well-knit men marching through the streets of a city—which has seen the soldiers of a thousand years—on foot, was added that of seeing battery after battery of the Royal Field Artillery, the Royal Horse Artillery, and the Royal Garrison Artillery.

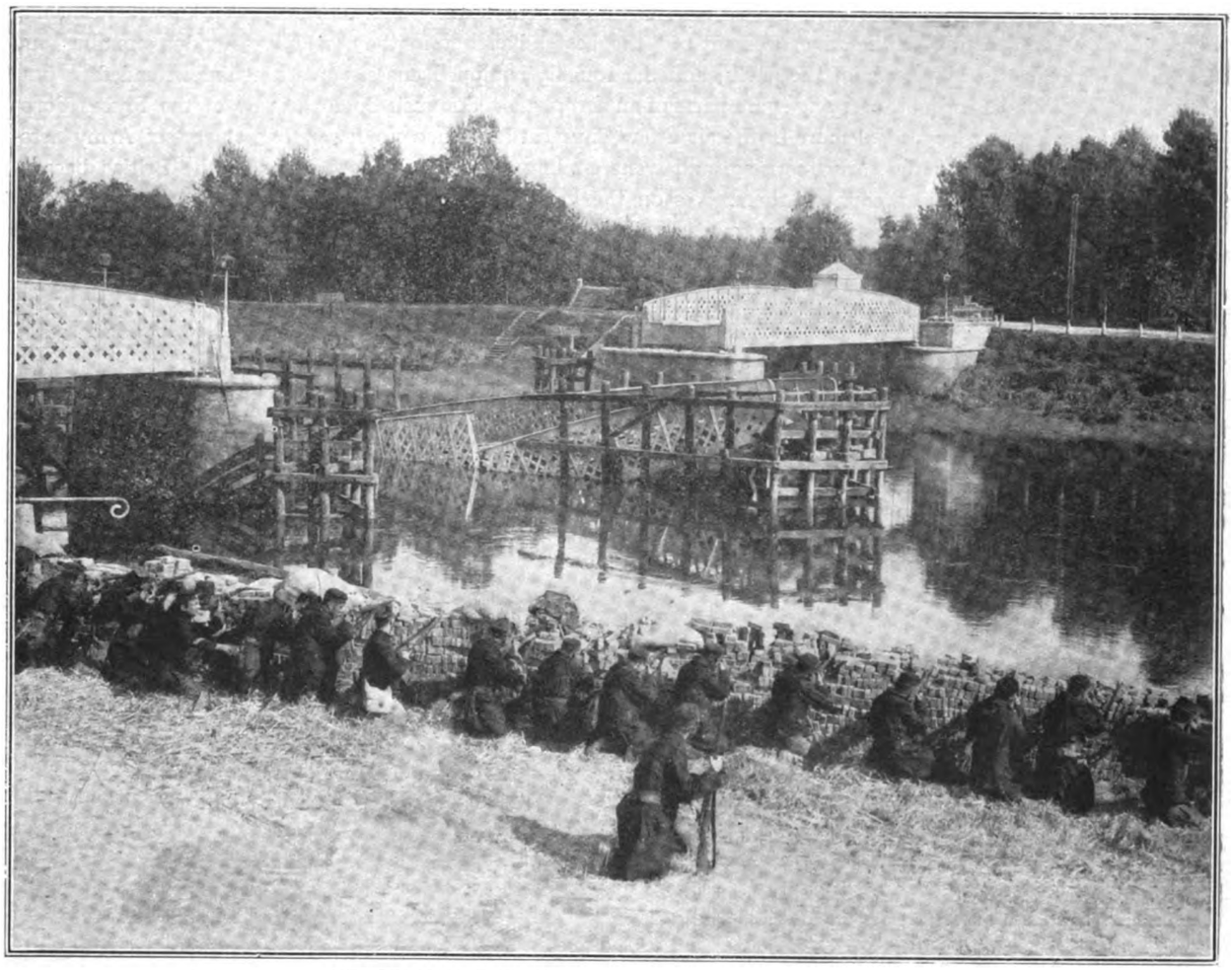
Here again the pick and flower of the British Army was on view in the full panoply of war. By the time these arrived the German invader had encompassed Liege, and had fought his way across the bloody fields of Belgium to Brussels. Now, indeed, those who watched the guns of the artillery pass felt that these compact weapons of war were here in the streets of



WAR-WORN BELGIANS REST IN THE SHADE OF A CALVARY.

No war picture could be more impressive than this simple photographic view of a tired group of Belgian cavalrymen snatching a brief rest outside a church at Ziel, near Ghent, where the elaborate sculptured image of the Crucifixion is a reminder that the barbaric Teuton has crucified Christ again on the blood-drenched fields of Belgium.

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WAITING FOR THE GERMAN ENEMY AT HAMME, BETWEEN ANTWERP AND GHENT.
Belgian infantry, behind hastily-constructed defence works, are ready for Germans who may seek to cross the river, the bridge of which has been destroyed to impede their advance. The photograph was taken from a hayloft.

Boulogne for the defence of France, and to aid her against a powerful and unscrupulous enemy. Sentiment gave place to wonder and admiration.

The guns, so beautifully kept; the horses so well chosen, young, powerful beasts for the light field artillery, massive shire horses for the 60-pounders; the men, riding like centaurs, man and beast one—they hardly knew which to admire the more. Only those who have seen a picked battery of the Royal Horse Artillery riding to war can realise that perfect accord of man, horse, and gun which made the march of the guns through Boulogne the most moving spectacle of this amazing week.

Those of the artillery who were given a rest day in Boulogne spent it at the St. Leonard Camp on the national road to Pont de Briques Here they were within sight of the chateau which Napoleon chose for his headquarters, varying it with an occasional stay at the Tour de l'Ordre in the great old walled town on the hill. To the artillery succeeded other branches of the service—the cavalry represented by dragoons, hussars, and Scots Greys,

The moving panorama of the British army

whose stay in Boulogne was shorter than that of any branch—the Army Service Corps, who came and went every day, the Royal Army Medical Corps, who on some days outnumbered all others and came with endless ambulance waggons and a vast number of men, and the pontoon section of the Engineers, with their ungainly boats and huge oars sticking therefrom, rattling through the streets and along the road to Pont de Briques.

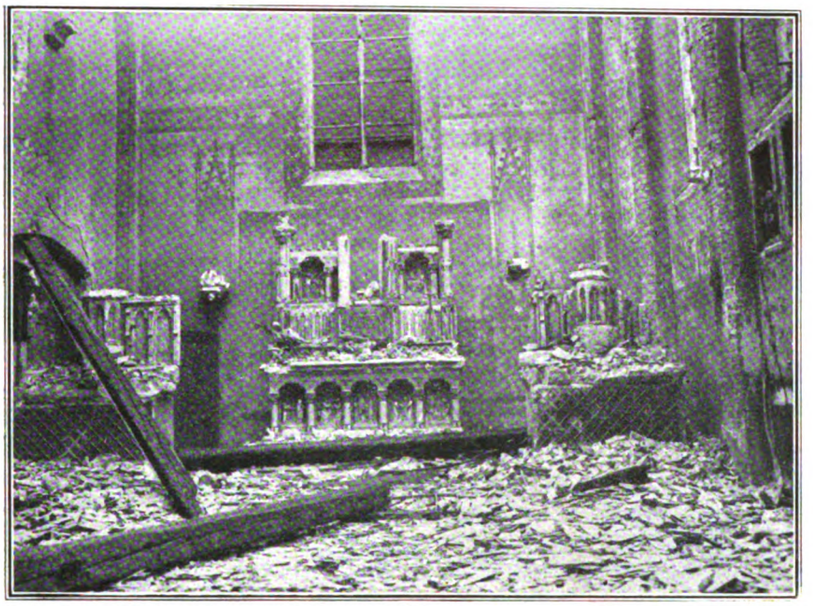
Almost last of all came a corps which was unlike anything Boulogne had seen before, a hundred men marching through the Rue Victor Hugo without arms, each clad in knee breeches, putties, and well-shaped jackets, each with a jaunty cap on the side of his head, and the words "Royal Flying Corps" proudly inscribed in a semicircle on his shoulder. It was curious to note the difference in physiognomy between these keen-eyed, aquiline-featured men and the square-jawed country lads who preceded them driving Royal Medical Corps waggons.

It was still stranger to see the transport section of the Royal Flying Corps, a miscellaneous collection of

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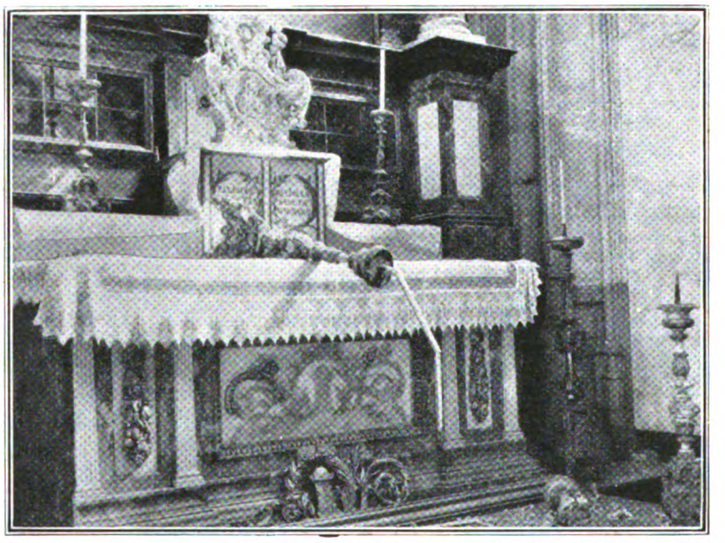
motor-waggons impressed hastily into the service, some of them bearing the names of well-known furnishing houses of London, others with the advertisement of "the best advertiser in the world," a London omnibus and a London taxi-cab, the smart car of the parks, and the roughly equipped chassis of a machine intended to beat records at Brooklands, and now carrying spare parts of an aeroplane. So much Boulogne saw of the Flying Corps on land. It had seen a good deal more in the air a few days earlier, when no fewer than thirty-six Army aeroplanes flew the Channel in the early morning, and went circling off like homing pigeons to the British base at Amiens, later to give a good account of themselves on the long road through France

The departure of the British troops by train from Boulogne to the front was the signal for fresh outbursts of enthusiasm on the part of the Boulonnais, a warm-hearted people much akin to those of the sea-coast on the other side of the Channel. Many of the troops went away from the railway sidings on the quay in full view of the town. Here the fisher-girls gathered, and stood for hours laughing and chatting with the British soldiers, trying to say "good-bye" in English, trying to join in the chorus of English songs, and appreciate the humour of English music-halls.



A SHAMEFUL WAR OF SACRILEGE.
The church of Melle, near Ghent, one of the many that were deliberately wrecked by the Germans' fire and shell, in pursuance of their policy of terrorism.

At another siding might be seen thirty British soldiers hauling guns upon flat trucks with long ropes, working with a will at anything which would bring them a march nearer the Germans, or persuading artillery horses to enter the troop trains which filled every railway line. The last comers did not wait long before they went into action. By the time the last of the Expeditionary Force had landed, the British were trying in vain to hold up the German advance on the Belgium frontier. Men came to Boulogne one day, and within twenty-four hours they were lying in trenches at Cambrai. Within a week some of them were back again, with bandaged arms and heads. The whole landing was an episode in the beginning of this great war worthy of note for its calmness and order.



ONE OF THE MANY BELGIAN SANCTUARIES DEFILED BY GERMANS.
"Strange the offerings that you press on the God of Righteousness!"

Reporting its safe despatch, Lord Kitchener announced to the world that:

"The Expeditionary Force as detailed for foreign service has been safely landed on French soil. The embarkation, transportation, and disembarkation of men and stores were alike carried through with the greatest precision and without a single casualty."

Each man before he left England received a twofold message. The first came from the King, and was read by commanding officers to the regiments before they left Southampton. It ran as follows:

"You are leaving home to fight for the safety and honour of my Empire. Belgium, which country we are pledged to defend, has been attacked, and France is about to be invaded by the same powerful foe. I have

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LOYAL INDIA

"Among the many incidents that have marked the unanimous uprising of the population of my Empire in defence of its unity and integrity, nothing has moved me more than the passionate devotion to my Throne expressed both by my Indian subjects and by the Feudatory Princes and the Ruling Chiefs of India, and their prodigal offers of their lives and their resources in the cause of the realm. Their one-voiced demand to be foremost in the conflict has touched my heart, and has inspired to the highest issues the love and devotion which, as I well know, have ever linked my Indian subjects and myself."

King George's Message to the Princes and People of India, September 10th, 1914.



The King-Emperor as Colonel-in-Chief of King George's Own Lancers (Indian Army).

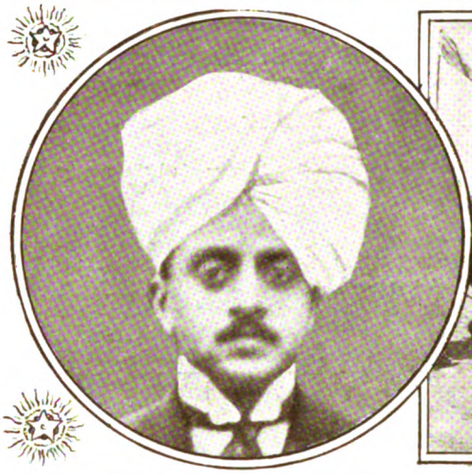
The magnificent rally of the Princes and people of India and their enthusiastic insistence that they should have a share in the defence of the Empire against German aggression is perhaps the most glorious chapter in the history of Britain's great Crown Colony. It was a revelation to the enemy and caused a chill in Berlin. The grateful acceptance of India's offers did more to raise the people of India to the height of the Imperial ideal than a century of just administration.

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INDIAN PRINCES AND TROOPS TO HELP THE BR



Sir Pertab Singh, who, although seventy years of age, "refused to be denied his right to fight for the King-Emperor." He went to the field of war along with his nephew—the sixteen-year-old Maharajah of Jodhpur.



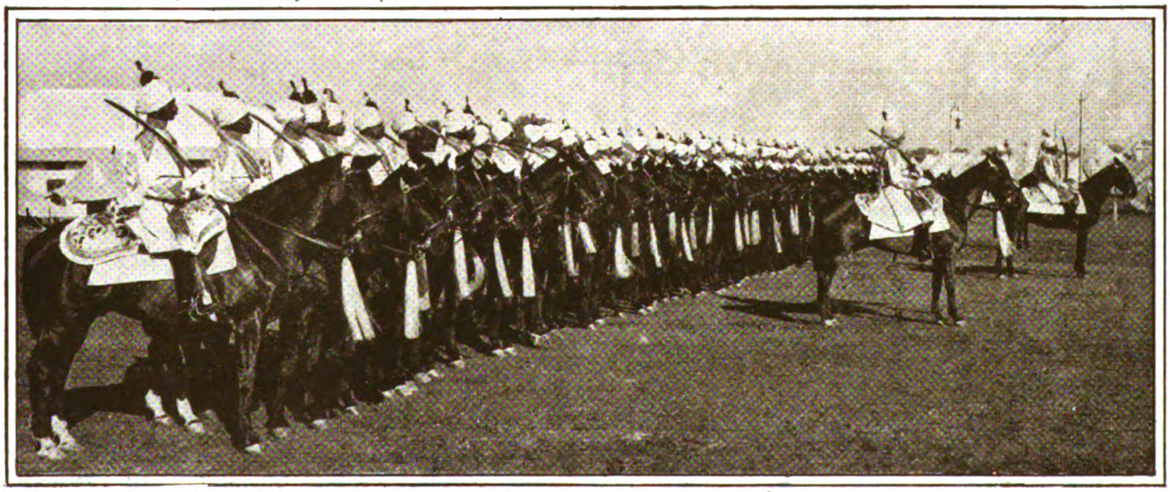
The Maharajah of Mysore, who contributed fifty lakhs of rupees, equal to £333,333, towards the cost of the war.



Speaking at Glasgow on September 10th, Earl Curzon said he would like to These men, he said, were taking part in our battles because the Empire of power; it stood for justice, uprightness, and good govern



The camel corps commanded by the Maharajah of Bikaner, an Indian prince who was one of the most enthusiastic supporters of Indian participation in the war.



About two-thirds of the Indian Army is formed on the "class company" system, two or three races and castes in their separate companies forming one regiment. In the remaining third, all the troops in one regiment are of the same race. The photograph shows the Imperial Cadet Corps, most of whom were in the Indian Expeditionary Force.



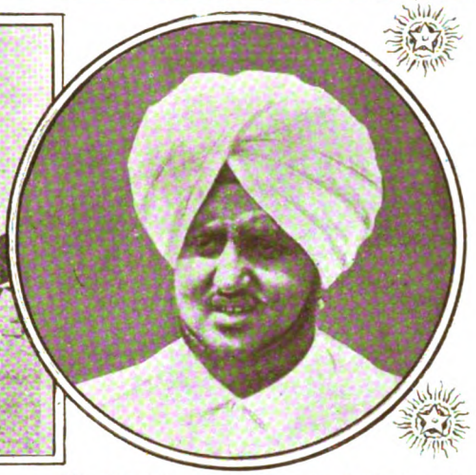
Types of Indian—

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ITISH EMPIRE ON THE BATTLEFIELDS OF EUROPE.



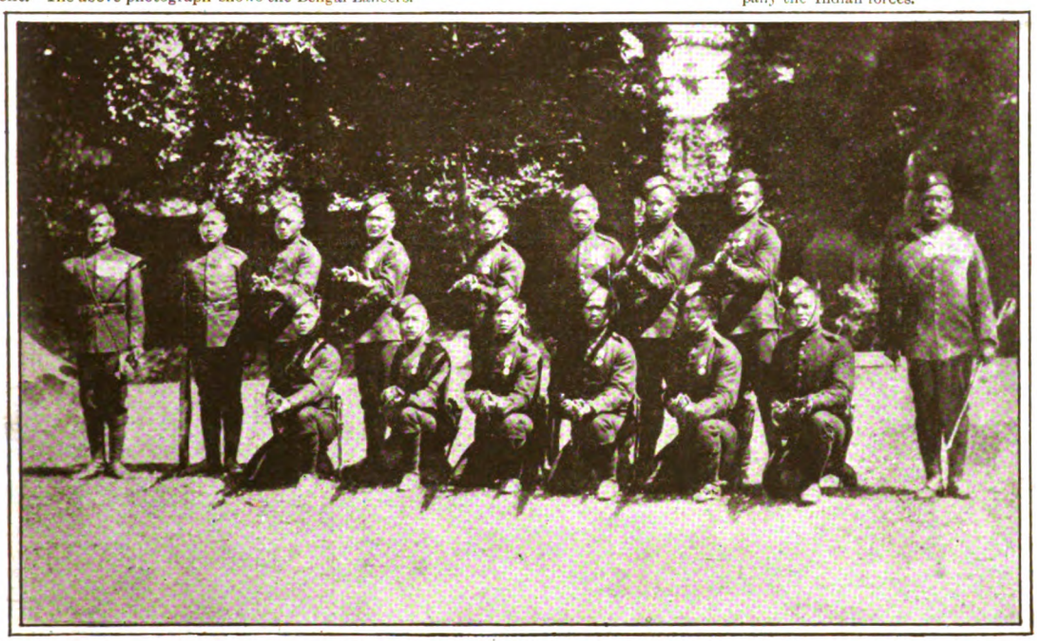
o see "the lances of the Bengal Lancers fluttering down the streets of Berlin." which they were members stood to them for something much more than rnment. The above photograph shows the Bengal Lancers.



The Maharajah of Patiala, whose family have been staunch friends of the British, was selected to accompany the Indian forces.



The Maharajah of Bikaner, who volunteered for active service and accompanied the Indian Expeditionary Force to Europe. He placed a camel corps at the service of the Government.



The Gurkhas are the smallest of the Indian troops, and the minimum height accepted is five feet. But none are braver in attack or more skilled in hand-to-hand fighting.



—Native Cavalry.



The men of the Indian Army may be divided into two main categories—Mohammedans and Hindus. Five languages are spoken, but "Urdu," the language of the camp, is the official language of the Army, and is understood by all. The photograph shows members of the Imperial Cadet Corps, with Lord Hardinge, Viceroy of India, seated in the centre.

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THE LIFE-LONG HUNGER FOR "LA REVANCHE" INSPIRES THE FRENCH CAVALRY TO SUPREME ENDEAVOUR WHEN LET LOOSE UPON THE GERMAN ENEMY.

The theory that the value of cavalry had departed under modern conditions of warfare received its deathblow at the opening stages of the war. Time after time cavalry charges proved the decisive factors of attack, and for reconnoitring prior to an advance the services of the cavalry arm were invaluable. Good horsemanship, dash and efficiency in swordsmanship are the qualities that make cavalry attack effective. This drawing shows French cavalry charging Uhlans in a country lane where the restricted field of action jams up the contending companies in a hot mêlée.

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implicit confidence in you, my soldiers. Duty is your watchword, and I know your duty will be nobly done. I shall follow your every movement with deepest interest, and mark with eager satisfaction your daily progress. Indeed, your welfare will never be absent from my thoughts.

"I pray God to bless you and guard you, and bring you back victorious.

"GEORGE R. AND I.

"August 9th, 1914."

They also received and were bidden to carry with them in their pay-books the following wise instructions from Lord Kitchener:

"You are ordered abroad as a soldier of the King to help our French comrades against the invasion of a common enemy. You have to perform a task which will need your courage, your energy, your patience. Remember that the honour of the British Empire depends on your individual conduct. It will be your duty not only to set an example of discipline and perfect steadiness under fire, but also to maintain the most friendly relations with those whom you are helping in this struggle.

"The operations in which you are engaged will for the most part take place in a friendly country, and you can do your country no better service than by showing yourselves in France and Belgium in the true character of a British soldier. Be invariably courteous, considerate, and kind. Never do anything likely to injure or destroy property, and always look upon looting as a disgraceful act. You are sure to meet with a welcome, and to be trusted. Your conduct must justify that welcome and that trust. Your duty cannot be done unless your health is sound, so be constantly on your guard against any excesses.



ON THE GERMAN LINE OF COMMUNICATIONS.
German commissariat waggons passing through the ruined village of Visé with munitions for the main German army in Belgium.



A SMILING VILLAGE ON AUGUST 1st—A RUIN ON AUGUST 4th.
The little Belgian village of Visé was one of the first places to suffer from Germany's aggression. Situated near the frontier, it was enveloped on August 3rd, 1914. Some German detachments crossed the frontier in motors, followed by large bodies of cavalry. A stubborn defence was put up. When the invaders entered the town, not only did they set fire to it, but they shot down non-combatants without mercy.

"In this new experience you may find temptations, both in wine and women. You must entirely resist both temptations, and while treating all women with perfect courtesy you should avoid any intimacy.

"Do your duty bravely. Fear God. Honour the King. "KITCHENER, FIELD-MARSHAL."

When the last transport had discharged its freight and the last troop train had gone to the front, the whole of the transport and medical corps gathered at Boulogne for the arrival of the troops collected up their belongings and left the town. By this time the great German advance had begun, and the Pas de Calais was threatened

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THIRSTY GERMAN SOLDIERS AT VISE.

by the invader. Even the base hospital had to go, taking itself to Amiens, and then to Rouen and Havre

Boulogne, filled with the ancient memories of great bygone fights and sieges, was deserted of all save the Territorial troops, local levies raised among the men who were past the age of active service but could be called upon to fight in the last line of defence. Colonel Daru, the governor of the place, a holder of an ancient and honourable post, looking upon his seven-hundred-year-old fortifications and his 1870 guns, felt the loneliness and isolation of the chateau in the high town, and moved to the Hotel Christol, now vacated by its British staff. Here he remained for ten days more, though the town had been declared " ville ouverte "—open and defenceless—hating to go, but impelled by the uselessness of remaining. Then the Territorial troops went, and the Engineers of the garrison, with their only modern howitzer, to Paris

Two more days passed, and word came that the railway line to Paris via Amiens was cut by the blowing up of the bridge at Picquigny. Trains no longer came direct to Boulogne from the capital.. The stream of refugees slackened. The boats of the South-Eastern service to England were running half-full. Rumours of a German advance upon the port were in the air. A British destroyer—Gipsy—came into the harbour with instructions; and out of Boulogne steamed, mournfully hooting, a score or more of great steam trawlers. Finally, the governor, who had seen the beginning of the greatness of Boulogne as a seaport in the war, who had welcomed General French with ceremonial courtesy on his way to the front, who had attended in state the passing of the body of General Grierson from France to England, went also. A steamer of the Newhaven-Dieppe service entered the harbour, and quietly, without a word of farewell, the governor and his staff departed for Havre.

Before the first week of September had passed Boulogne was almost cut off from the interior of France, connected with England by a single daily boat, emptied even of its sailing craft. It lay open and defenceless and silent to the world, while still the flags hung out in honour of the coming of the British fluttered from a thousand houses.



GERMAN TELEGRAPH CORPS AT WORK



GERMANS FILLING THEIR LEATHER WATER-SACKS.

During the earlier stages of the war in Belgium the weather was extremely hot, and the combatants suffered greatly from thirst. The water pail was carried round the ranks twice daily, as seen in the top picture, when possible, but usually only once. Water-sacks were replenished whenever the opportunity offered; but the invaders suffered greatly from thirst.

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A MIXED COLUMN OF

CHAPTER XII.

GERMANS ON THE MARCH.

HOW THE GERMANS DASHED UPON BELGIUM.

Belgium the Innocent Victim—French Scheme of Defence—Necessity for an Undivided Army—Factor of Time—The Power of a Re-organised Russia—Destructive Capacity of German Siege Guns—Mobility of Motor-cars for Military Transport—King Albert's Intrepid Defiance of Germany—Indiscriminate German Cruelty in Belgium—Belgium Aflame with Patriotic Zeal—Reliance on French and British—Beginning of the German Invasion—Summary Treatment of Civilians—German Violation of the Laws of Civilised Warfare—Damning Proof from the German Side—Evidences of Murder and Outrage—Delay Before Liege—Work of the German Cavalry—A Peasantry Driven by Cruelty to Reprisal—Various Outpost Skirmishes—Belgian Victory of Haelen—German Advance in Force—Defeat of Belgium's Field Army at Tirlemont and Louvain.

THE story of the ruin of Belgium in the early days of the Great War will go down to history as one of the greatest tragedies in ancient or modern times. Here was a little nation forced, through no fault or desire of its own, into the forefront of the conflict. Its small army had to endure the assault of one of the greatest military Powers in the world. Its people—kindly, simple, home-loving, and patriotic—found, in spite of their utmost endeavours, their beautiful and historic cities laid to waste, their homes made desolate, thousands of their manhood destroyed, and the entire fabric of their organised life shattered.

They had to suffer to the last extreme the systematic and cold-blooded cruelty of a powerful and relentless soldiery. The miseries heaped up on them recall in degree and in enormity the abominations inflicted on the Netherlands when Spain endeavoured to secure her dominion there. For a parallel to many of the outrages we must go back to the days of the Thirty Years' War, or to the time when the Tartar hosts forced their way westwards through Central Asian plains.

Why Belgium was left to the "Huns"

Why did not the Allies make greater efforts to prevent this calamity? This is the question that has been asked, not alone by many Belgians themselves, but by multitudes of their friends and admirers in England and elsewhere. Why did not the armies of France hurry across the frontier, hold the line of the Meuse, and keep the German invaders back?

The reason is that the ablest military brains of France were convinced that any attempt to make the frontier line of Belgium the main line of defence would have involved not only the immediate but the permanent ruin of Belgium and the destruction of France also. The aim of Germany at the beginning of the war was to strike at Paris, the heart of France, as quickly as possible, and to break down French resistance before Russia could lend her ally effective support. The purpose of France was to parry the German blow and to make a counter-move into German territory.

Two generations of French staff commanders, since the war of 1870, had sought to fathom how Germany would strike, and how her blow could best be met. French military strategy was dominated by two ideas, both handed down from the Franco-Prussian War. The first was political, the necessity to reconquer Alsace and Lorraine,

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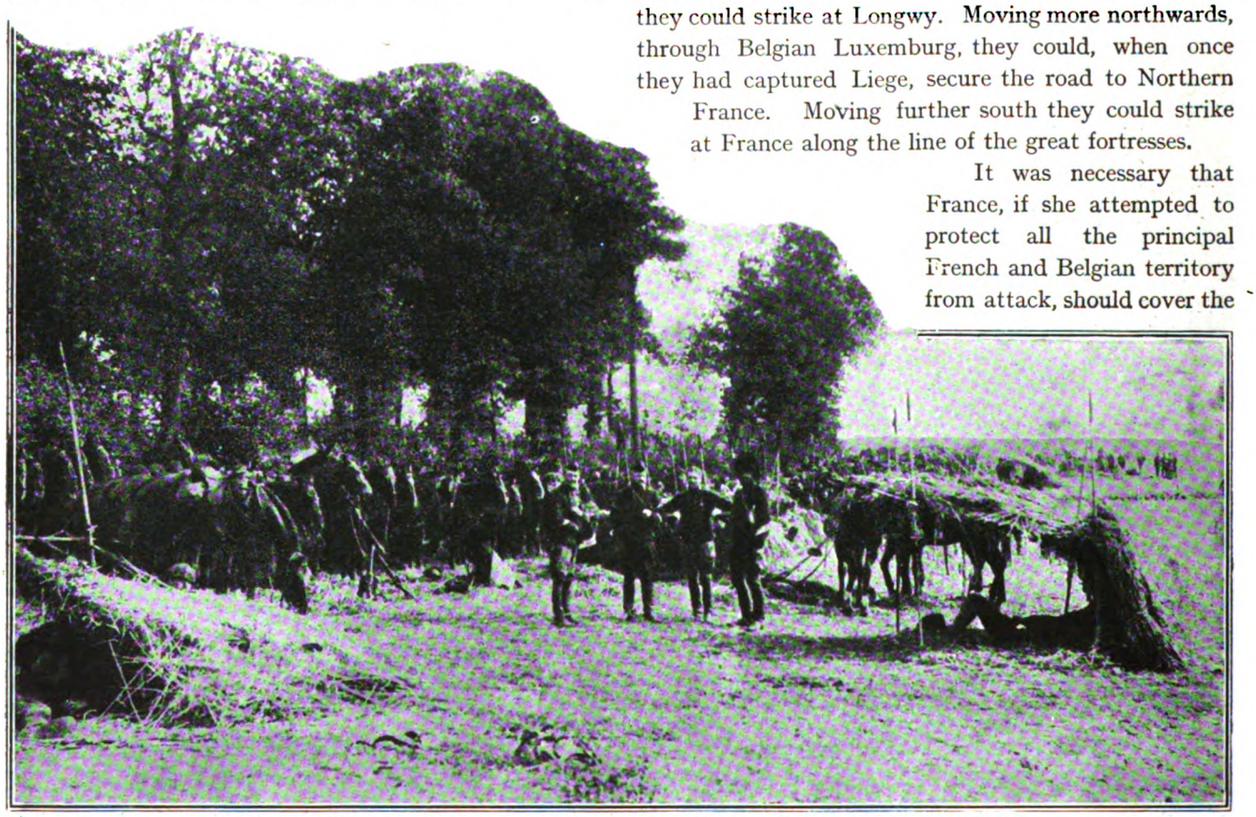
BELGIAN TRIGGERS READY FOR INVADING TEUTONS.

The Belgian infantry excelled in sharpshooting from hastily-improvised cover, as the Germans found out to their cost. These photographs were taken during the fighting on the retreat to Antwerp.

the lost provinces. This led France to mass her armies on the eastern frontiers from Belfort to Longwy. The second reason was military. In 1870 France suffered defeat after defeat because her armies became separated and could be attacked in detail by overwhelming German forces. Bazaine's army, caught in Metz, was driven to yield. MacMahon's weak army, isolated and hemmed in at Sedan, after a heroic resistance, capitulated. The French General Staff determined that in this war they would keep their armies together, at whatever sacrifice of territory or of men.

It is necessary to understand this central idea of French military strategy to follow with any comprehension the movements in the armies in the early days of the war. When on Sunday, August 2nd, the Germans, by their cleverly-planned coup, seized the Grand Duchy of Luxemburg, they secured a pivotal point from which they could advance in various directions. Moving almost directly westwards they could strike at Longwy. Moving more northwards, through Belgian Luxemburg, they could, when once they had captured Liege, secure the road to Northern France. Moving further south they could strike at France along the line of the great fortresses.

It was necessary that France, if she attempted to protect all the principal French and Belgian territory from attack, should cover the



BELGIAN CAVALRY RESTING AFTER THEIR BRILLIANT VICTORY AT HAELEN.

On August 12th and 13th, 1914, the Belgians successfully resisted a German attempt to turn their flank at Haelen, and inflicted considerable loss upon the enemy. After the battle the Belgians erected shelters of wheat-sheaves to protect them from the oppressive sun and aerial scouts.

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UHLANS MAKING USE OF A CAPTURED BELGIAN DOG-CART.
Dogs are commonly employed as draught animals in the everyday life of Belgium, and one of their principal uses is to pull the carts of small tradesmen. They are also put to service by the Belgian Army, being especially useful in hauling the light but deadly machine-guns.

enormous front from Belfort to Namur, and from Namur along the banks of the Meuse to Liege. Had this line been held, the German invasion of Belgium would have been impossible. But in attempting to hold it the French armies would probably have been split into two separate parts, either of which could have been shattered by the Germans at their leisure.

The French plan of keeping the French armies undivided involved enormous sacrifices. It meant, in the first place, that Belgium must be overwhelmed by the German invaders. It meant, further, that if the Germans chose to push their armies up to the coast they could penetrate into the rich manufacturing and mining districts of Northern France and ravage them as they willed. It is impossible to believe that the French generals did not realise this, and did not submit to it solely as a bitter and inevitable necessity. Otherwise, after the outbreak of war, there was ample time for the French to pour their armies into Southern Belgium, to reinforce the whole line of Belgian troops towards Liege and to drive back the Uhlans from Brussels and Central Belgium.

Importance of an undivided army

Every day that France could hold the armies of Germany back, and keep her own main forces undivided, was a day nearer victory, for France was not fighting this war alone. Great Britain held the seas against Germany, and the British Expeditionary Force was on its way to aid France on land. To the east, Russia was



REGIMENT OF BELGIAN INFANTRY MARCHING INTO ACTION.
To British eyes, accustomed to short khaki coats, breeches, and putties, the uniform of Belgian infantrymen—which resembles the French—seems heavy and cumbersome. Overcoats, buttoned back at the knees to allow free passage for the legs, are generally worn by Belgian private soldiers, but not by their officers.

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GERMAN TROOPS OCCUPYING THE CITY OF LIEGE WHILE THE FORTS STILL THUNDERED DEFIANCE OF THE INVADERS' ADVANCE.

The attack on Liege was begun on August 4th, 1914, and a vigorous defence was maintained by the intrepid General Leman. On August 9th the Germans penetrated between the forts and entered the city. The picture represents the Place du Marché, in the centre of the city, where the Germans are seen commandeering much-needed bread. Dogs are used for street transport in Belgium. and are here seen drawing food supplies for the invaders. The forts of Liege fell one by one under assault by the heavy German siege-guns, and on August 24th Major Namech blew up Fort Chaudfontaine to prevent it from falling into the hands of the Germans. General Leman was made prisoner only while unconscious from the fumes from bursting shells and when overwhelmed in the debris of his ruined fort.

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moving against Germany, somewhat slowly, but in such numbers and so well prepared that it seemed as though her advance must be irresistible.



BELGIAN ARTILLERY RETIRING BEFORE THE INVADING ARMY.

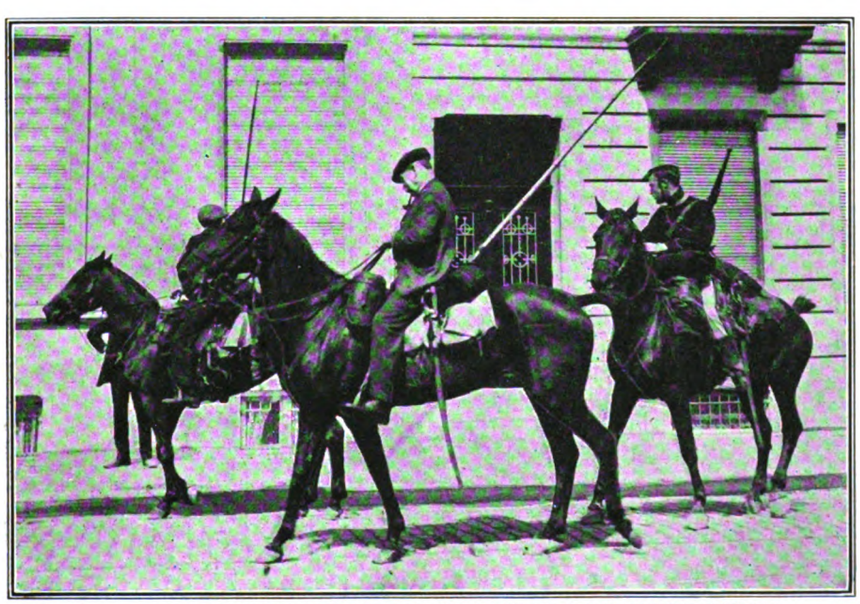
When the full flood of invasion was let loose on gallant little Belgium she had to draw back her forces to avoid annihilation. This photograph was taken in Ghent, and shows Belgian artillery who had retreated from Termonde resting in the Place d'Armes.

Russia could hurl at least two million men against Germany and Austria. These two millions could be constantly reinforced by fresh hosts, more than making good any losses in the field. The Russia that Germany had now to face to the east was no longer the Russia of the days preceding the Japanese War, a great nation living mainly on its own military reputation. Russia had learnt her lesson in the defeats and the humiliations of 1904-5. She had revised her methods, reconstituted her military personnel, re-equipped her men, and now she presented to the world the largest army, one of the best equipped, and one of the most efficient military machines in the world.

Russia had taken seriously to heart the lessons of the Japanese War. For some time following the Peace of Washington very careful investigations were made to discover the reasons for the hitherto unsuspected fighting weakness that had been revealed. The Russian armies had done much better in the closing days of the fighting in Manchuria than the world at large realised. They had held up their foes for some months, and had planted themselves in a position that was nearly impregnable. They closed the war with a maximum of military strength on the front line of fighting. But the Russians were, nevertheless, deeply humiliated. Memories of the Yalu, Liaoyang, of the Shaho, of Port Arthur, and of Mukden, could not be obliterated. Russia had been disgraced in her own eyes.

A re-created Russian Army

It was this that led Russia to re-create her Army. Great generals were sent into shameful retirement; Army contractors who were discovered to have used the hours of national peril for their own gain were punished with merciless severity. The Russian preparations since 1910 had been directed, with scarce a show of concealment, to one purpose—the defence of the Empire against Austrian and German attacks. A French Military Commission which visited Russia three years ago was amazed to find how far her preparations had been pushed forward.



AN INCIDENT IN LOUVAIN ON THE EVE OF ITS DESTRUCTION.

Two of these riders are Belgian civilians, who have captured riderless horses, and are carrying the arms and equipment of men killed in battle. Their risk was great, because, if captured by the German enemy, civilians carrying arms were shot without compunction or formality.

In the early days of August, 1914, when the French General Staff were laying down their final scheme of defence, they knew that the Russian mobilisation had already begun, and that within a few weeks the Russian armies would be attempting to cross the Vistula, thus forcing Germany to

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transfer her forces to resist the threatened eastern invasion. Then would come France's hour of great opportunity.

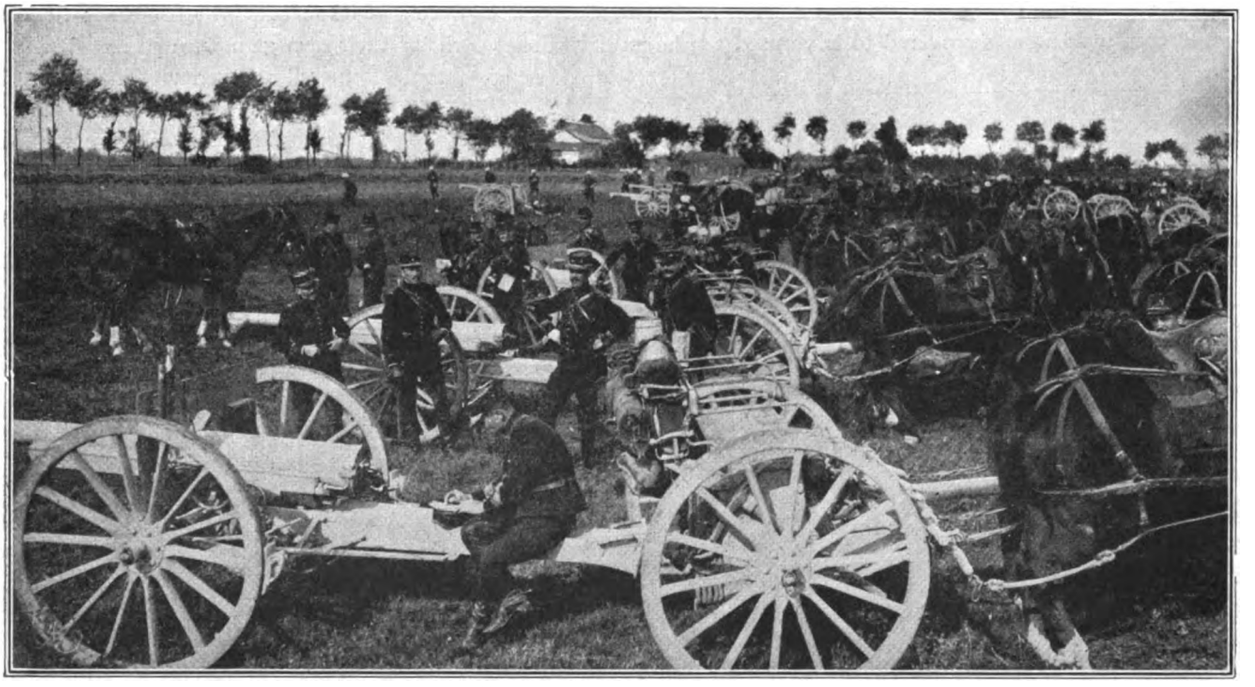
And so the French plan of campaign was devised. Strong armies were to attempt the invasion of Alsace and Lorraine, where they expected to meet the main forces of Germany. Here, too, they believed that they would be advancing among a friendly population, anxious to throw off the German yoke. While the main French forces advanced in Lorraine, smaller forces would hold the Germans back to the north. Some army corps would be pushed up to help the Belgians. Infantry would advance to Namur, the military key of the Upper Meuse. Cavalry would sweep along through the Ardennes and through Central Belgium, driving back the German cavalry. The lines of communication behind would be held in force by Territorials—the regiments of men from thirty years old upwards.

It was not expected that Liege could stand out for long. Most authorities did not anticipate that it would resist the full German attack beyond two or three days at the most. Thus the centre of Belgium might be exposed to invasion. But Namur and the mountainous region to the south of the Meuse should be capable of stubborn resistance. Behind them, even if the Germans came in unexpected force to the north, the prepared French defences from Lille to Mézieres should keep them in check for a sufficient time to enable Russia to show her power.

The French plan of campaign

In their calculations the French commanders did not give sufficient value to two factors. They underestimated the enormous destructive capacity of the newest siege artillery, more particularly of the great howitzers which Germany was known to have in reserve. Still more important, they did not make allowances for the revolution in mobility caused by the adoption of the motor-car for military transport. Germany had prepared to use the motor-car to the full for the transportation of guns, of ammunition, of supplies, and of men. The front line of her armies now consisted of two arms—cavalry and armoured motor-cars carrying guns. For her infantry, thousands of motor-trolleys were waiting, capable of carrying the men as far in one day as they could walk in six days, and bringing them to their destination fresh, with energies unexhausted, and with strength unimpaired.

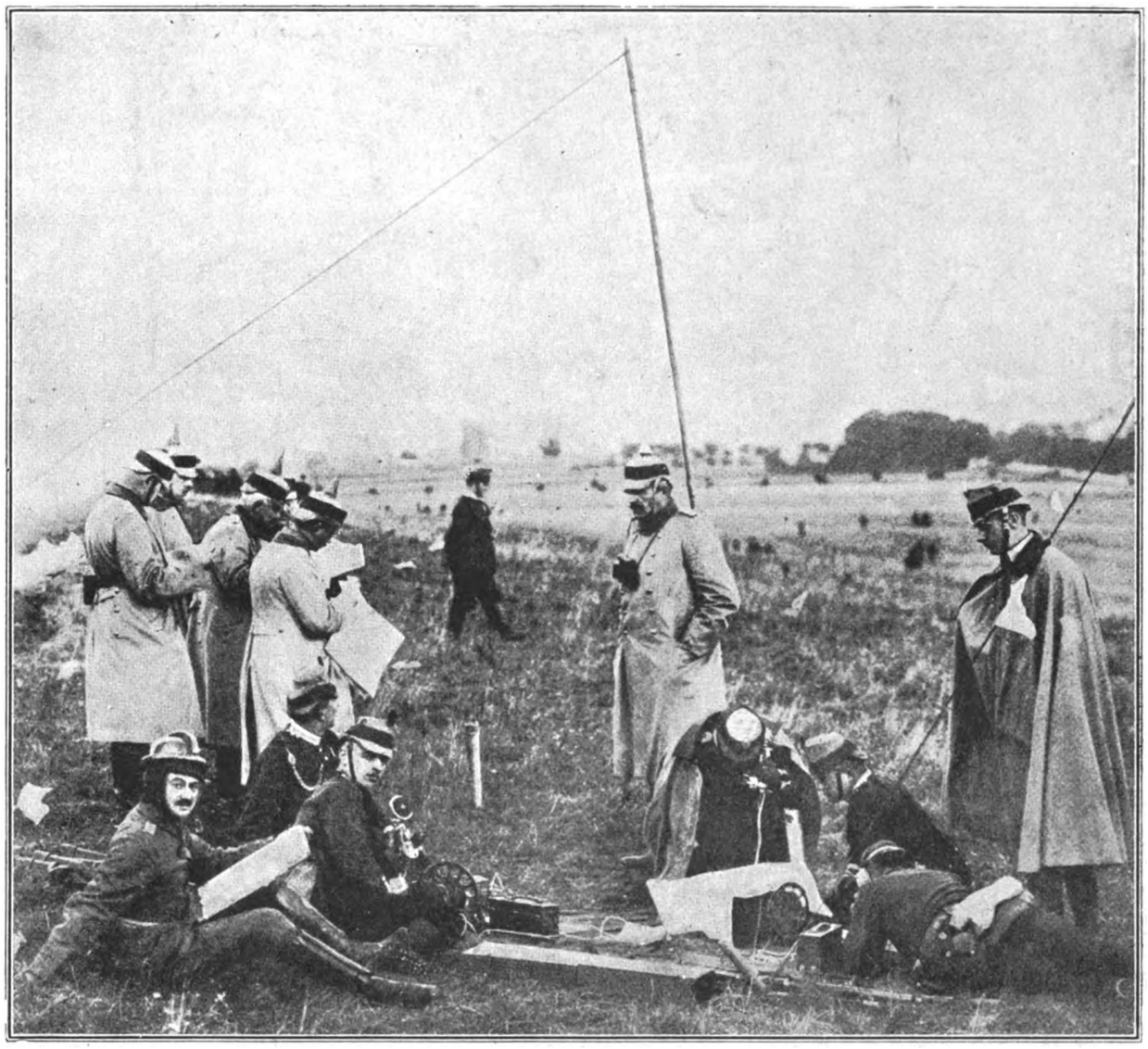
Following the attacks on Liege, described in a previous chapter, the German Emperor made another effort to win the Belgians to his side. He approached King Albert, through Queen Wilhelmina of Holland, and promised, in recognition of Belgian valour, to guarantee the most considerate treatment of the Belgian population, and every respect for the integrity of Belgian territory, if Belgium would abandon her resistance and allow the German troops a right of way in their attack upon France.



A BATTERY OF MODERN FRENCH ARTILLERY.

The extreme mobility of the light French field guns enabled them to be used with wonderful effect. The famous 75 millimeter especially harassed the German advance through northern France, and played havoc with the enemy during their retreat from the Battle of the Marne. The ease of movement of this gun was described by a spectator as being like "leaping from one height to another."

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COMPANY OF GERMAN AIR SCOUTS RECEIVING TELEPHONE INSTRUCTIONS FROM THE BASE.

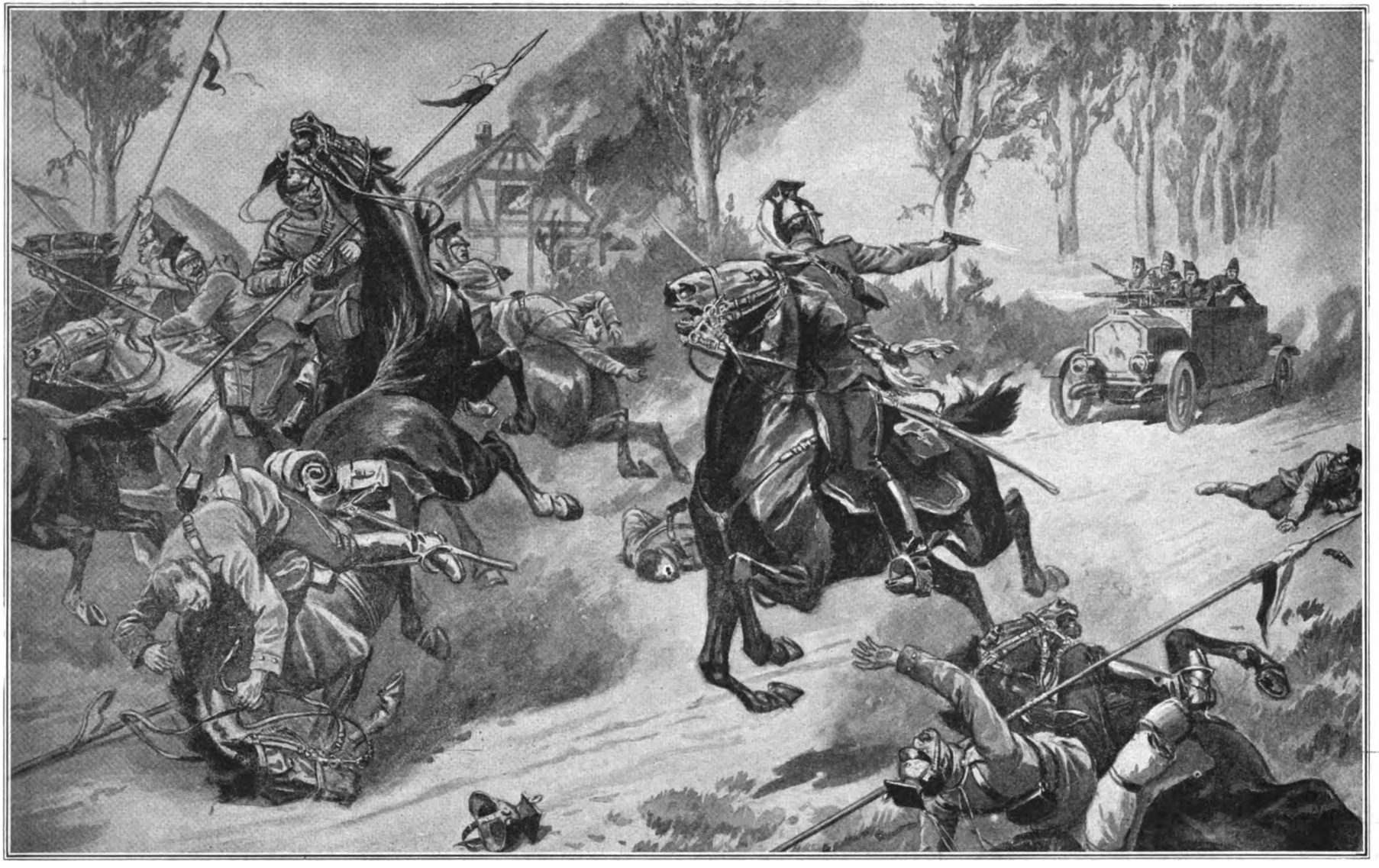
The air scout service, like the armoured motor-car, constituted a new arm of war. Good work was done by air scouts on both sides of the firing-line, but gradually the superior resource and higher initiative of the British air scout established an individual ascendancy over the German air scout. In his despatch of September 11th, 1914, Sir John French wrote regarding the British Flying Corps; "Something in the direction of the mastery of the air has already been established."

King Albert replied with an absolute negative. "Great Britain, France, and Russia," he said, "have promised formally to support us in the struggle upon which we are engaged. French armies are hastening to our appeal and are already on our soil. If they are powerless to preserve us from a disaster, honour would not allow us to draw back. What Belgium has so well begun, France and Great Britain, with her help, will succeed in terminating. They will chase the routed enemy towards Germany, and our honour will not only be safe, but our name for ever glorious."

The scene in Belgium in these early days of the war was full of interest. The people were fired with passionate enthusiasm and with hatred for the foe. To the traditional di like and fear of Germany had been added fresh bitterness caused by the stories of merciless cruelty and severity pouring in from a hundred villages to the south. Neither age nor sex, neither calling nor cloth, protected anyone from the iron hand of the invading soldiery. The tales that came from Visé, from Port-sur-Suille, from the Ardennes, and from elsewhere, told of murder and pillage, in which priests and babes in arms, old men and young mothers, were alike victims. These horrors fired every peasant's heart and steeled his arm. Throughout the villages of the rich plains of Central Belgium every roadway was barricaded with farmers' carts, or with piles of stones and heaps of brushwood, and behind each barricade peasants waited with their weapons.

Steeled to resistance by atrocities

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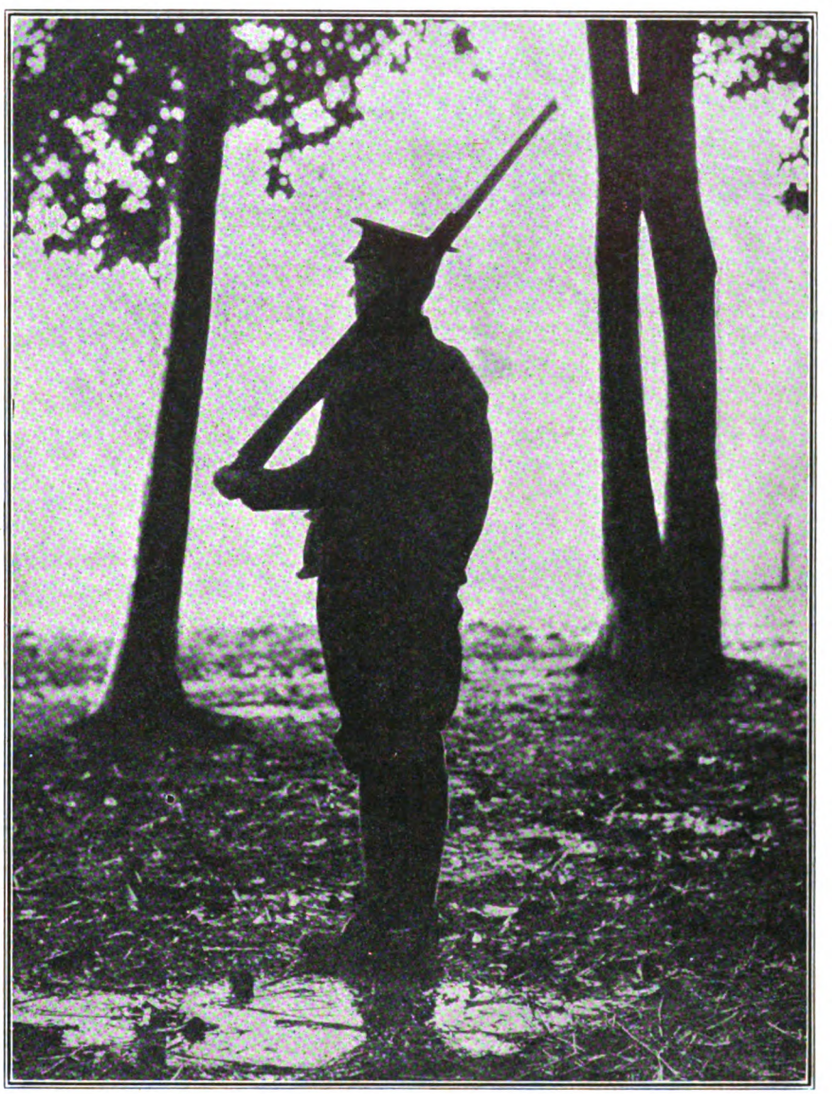
ONE OF THE NEW FACTORS IN WARFARE: HOW THE BELGIAN ARMOURED CAR BECAME THE TERROR OF THE UHLANS.

New factors in warfare were the armoured motor-car, the Zeppelin, and the aeroplane. All are capable of good service to the armies employing them, when they are manned by courage and guided with skill. The Belgians made good use of the armoured car, as the tale of German casualties could tell. At Diest a crew of Belgians in an armoured car chased a party of thirty-one Uhlans, and the mitrailleuse accounted for twenty-eight of them. Two were made prisoners, and only one escaped. The daring Belgian officers who manned these cars were afterwards decorated by King Albert.

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At the head of the nation was King Albert, simple, brave, and kindly, who placed himself in the foremost ranks of the workers for defence. King Albert was seen everywhere, inspiring, stimulating, and hastening the preparations. He laid aside all the trappings of state. He moved among his troops without escort and without pomp, living often enough as they lived, glad of the occasional opportunity to show himself in the trenches when there was fighting to be done. King Albert proved himself a man, every inch of him.

Thus the Belgian nation stood ready, inspired and inflamed with patriotic zeal, its people willing to sacrifice everything for their country. As the regiments set out for the south, priests marched by their side, holding up the cross, and urging them to fight to the end for the sake of the faith. Brave little Belgian soldiers! Alas! Belgium was to learn, as the world at large was to learn in a very few days, that superb courage, supreme self-sacrifice, tremendous enthusiasm, count for almost nothing against drill, discipline, numbers, and military efficiency. The nation that would resist a great Power has to marshal all its forces, not in the days of war, when the foe is hammering at the gates, but in the days of peace, when all seems well.



GREY DAWN ON THE BATTLEFIELD.

Full of the mystery and strange appeal of the rising morn on the unknown fortunes of another day of battle, this fine photograph was taken on the outskirts of a wood in France, where a British cavalry regiment had bivouacked for the night during the ever-memorable retreat from the Belgian frontier.

The Belgian military forces were not formidable. There was a field army with a nominal war strength of 100,000 men, and a garrison army of 80,000 men. Both of these were in the course of re-organisation under a law passed in 1913. But the Belgians had never, in recent years, taken their military preparations with sufficient seriousness. They had not dreamt of attempting by themselves to resist the hosts of Germany. There had been a tendency to rely for defence on treaty rights rather than fighting power. There came spasms of enthusiasm, when enormous sums were voted for defence purposes, but too often the schemes were never carried through.

Fortress guns were bought at heavy outlay, but their delivery was purposely delayed by Messrs. Krupp, and the fortresses were not built to receive them. The defences of Liege and Namur were not modernised, and were for long left under the care of a few soldiers. Military training was too short. Until 1910 the Army had been recruited partly by voluntary enlistment and partly by a system of conscription, which allowed most men who did not wish to serve to avoid service. The period of training for infantry, engineers, and garrison artillery was not more than fifteen months, and was obviously inadequate. In January, 1910, a law had been passed introducing many reforms. The peace Army at that time was less than one-third of its nominal strength. The new scheme of reform read admirably on paper, but it had not yet been carried out. For example, one section of the reserve was to be the Civil Guard class, numbering nearly 50,000 men,

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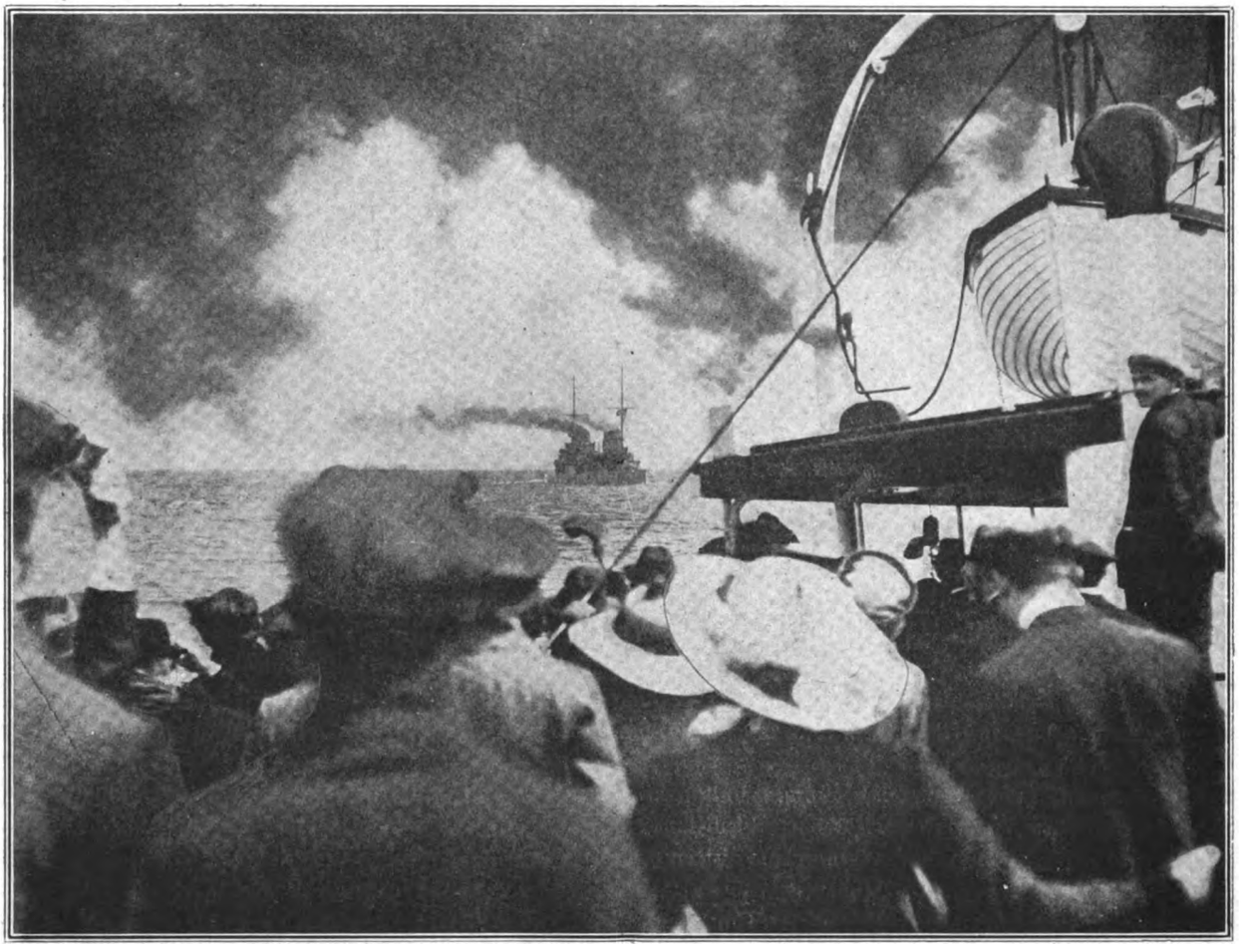
witn a large reserve who were to be employed in times of war on lines of communication and in garrisoning fortresses. The military preparedness of the Civil Guard may be judged from the fact that the authorities began issuing Mauser rifles to them, and instructing them in the use of them, after the outbreak of the war.

The Belgians relied mainly on the assistance of the French and of the British. All they hoped to do was to check the invaders until their Allies came up. A few days after the outbreak of the war official news was published that French infantry were already to the east of Liege. On August 14th it was announced in Paris that the French troops which had entered Belgium by Charleroi had joined up with the Belgians; three French officers had been attached to the Belgian headquarters, and two Belgian officers represented the Belgian Army with the French troops. At the same time it was announced in Brussels that the transportation of French troops into Belgian territory was, on that same date, August 14th, entirely complete.

France and Belgium join forces

The French infantry, reported at the beginning to the west of Liege, disappeared; at all events, no more was heard of them. The French army took up a strong line between Dinant and Namur, and further occupied a position between Nivelles and Gembloux, and in the neighbourhood of Wavre. Why, it may be asked, did they not do more?

It is hard to answer the question. Even allowing for the fact that the French, for strategic reasons, did not mean to push in considerable force into Central Belgium, the weakness of their movements to the north, in the early days of the war, remained a mystery. They allowed the Germans to strike at the moment chosen by themselves, and to divide them from the Belgians, thus permitting the former to concentrate their main strength on the Belgian forces. They arrived too late to save Namur. They were clearly inadequate in numbers. A miscalculation was made by the French General Staff. Perhaps the true cause of the failure to defend Belgium was the non-arrival of the British Expeditionary Force. It reached the front five and a half days later than the appointed date.



THE FRENCH FLEET GUARDED THE CHANNEL DURING TRANSPORT OF THE BRITISH EXPEDITIONARY FORCE.
This photograph was taken on board a cross-Channel steamer on Sunday, August 9th, 1914, five days after the declaration of war, when the passenger boat was passing through the French fleet, one of whose ships is seen in the distance. At that time the British Expeditionary Force was being transported to France under a guard of the French fleet, whose submarines were on constant patrol duty.

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BELGIAN ARTILLERY IMMEDIATELY AFTER MOBILISATION.

The physique of the average Belgian is excellent, and it only needed the spur of a just cause to make him a most formidable foe in the defence of his country.



FRESH FRUIT FOR WEARY FIGHTING MEN.

This kindly Belgian peasant has a pail filled with pears, and he was photographed distributing the fruit to tired soldiers returning from the fight at Melle.

It was not the intention of the Belgians to attempt to hold Belgian Luxemburg southwards and eastwards of of the River Meuse. Their southern defences mainly rested upon Liège to the east, Namur to the west, and Dinant to the south, the defences of the Meuse being further helped by a fortified position at Huy. The main Belgian field army, including the force that retired from Liège, was concentrated around the beautiful old university city of Louvain, extending thence in a south-eastward direction to the French at Gembloux. The intention was to defend the line of the River Meuse as long as possible, and then, if necessary, to retire upon the fortresses of Namur and Antwerp.

Belgium becomes a nation in arms

The people of the Ardennes and of Belgian Luxemburg were not prepared to allow the enemy to invade them without resistance. They had prepared for the most troublesome of all campaigns for a regular army to meet—a peasant war. Every rustic had his weapon, and every man was anxious to use it. Not only in the Ardennes, but away up towards the Dutch frontier, the feeling of the people was everywhere the same. They hated the Germans. They knew them; they knew their pride, their arrogance, their intense materialism. They wanted no more of them.

In the southern countryside, at the moment when war broke out, besides parties of infantry and armed gendarmerie, there were other forces of every kind. There were armies of cyclist scouts, who moved in troops, surrounding, isolating, and destroying small parties of Uhlans. There were the Civil Guards, counting in their ranks many young men of good family, who by serving in this way escaped the burden of fighting in the ranks of the Army as privates. And there were the plain, ununiformed people.

The countryside was made ready. Tracts of roadways were undermined, to be blown up as German soldiers went over them; barricades were piled up. The people meant to make their foe pay dearly for every yard.

War between Germany and Belgium was not opened until the morning of Monday, August 3rd. According to the evidence of people living in various frontier villages, the German troops crossed into Belgium as early as

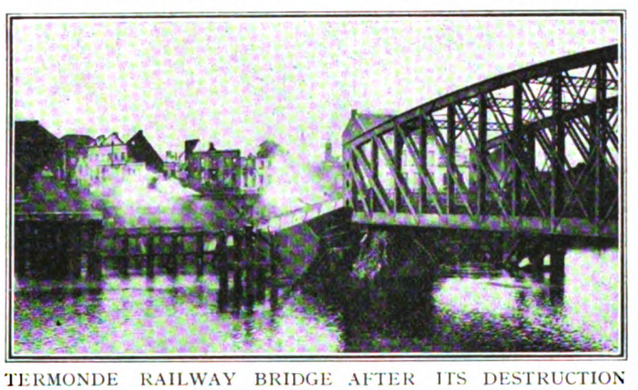
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PONT DES ARCHES AT LIEGE BLOWN UP BY BELGIANS



BELGIANS BLOWING UP A BRIDGE AT TERMONDE.



TERMONDE RAILWAY BRIDGE AFTER ITS DESTRUCTION



THE DESTROYED BRIDGE OVER THE RIVER ESCAUT AT WETTEREN, BETWEEN ALOST AND GHENT.

The brave Belgians did not hesitate to destroy millions of pounds' worth of bridges, railways, and tunnels in their determined efforts to impede the advance of the ruthless invaders of their country. Ten days after the war opened it was estimated that the buildings, bridges, etc., destroyed in this way represented a total value of forty million pounds sterling.

Sunday, August 2nd. They came only in small parties, as advance scouts, rather than to make any vigorous attack; they were very polite, and had many excuses for intrusion. Sometimes the excuse was that they wanted their horses shod; at other times they had missed their way; or, again, they required some information and had come to ask it.

On August 3rd they arrived in increasing numbers. They asked for accommodation in convents and in schools. "They asked nicely," wrote one resident of a frontier village, "but gave the impression that if refused they would take more." Then on the 4th disguise was thrown off, and the troops poured in in force. The first fight between the Germans and the Belgians at Visé, where the Belgians destroyed a bridge on the road to Liège and the Germans rushed and sacked the little town, showed the methods and the intentions of the invaders.

The German soldiers entered Belgium with the idea that they would be allowed to pass through the country with little or no resistance. They were amazed when they found themselves the objects of universal hatred. They quickly adapted themselves to the new situation. It has been a cardinal policy of the German militarists that in no circumstances must the civil population be allowed to join in hostilities. In the Franco-Prussian War the Prussian generals were relentlessly cruel in carrying out this rule. The franc-tireurs, the French volunteers, were refused recognition as soldiers. Any of them caught were at once shot, and any village harbouring them was destroyed, and a proportion of its male inhabitants put to death. Any civilian who interfered with the lines of communication was shot, and the neighbouring villages fined or destroyed. The Germans now showed that they meant to enforce the same regulations in the new war, but to enforce them even more ruthlessly, and with a systematic brutality and a thoroughness hitherto unknown in civilised warfare

The conduct of the Germans outraged humanity. War is, at its best, hideous, brutal, and cruel. Hardness, severity, and relentlessness are admittedly among its essentials. The general who shows weakness, who hesitates to sacrifice his own men, has mistaken his vocation. But in war conducted between civilised nations it has been customary to soften some of the worst brutalities. Just as the decent boxer does not hit below the belt, so civilised nations have agreed that there are certain things they will not do. They will not make war by spreading disease among their enemies, by killing their wounded, by shooting soldiers once made

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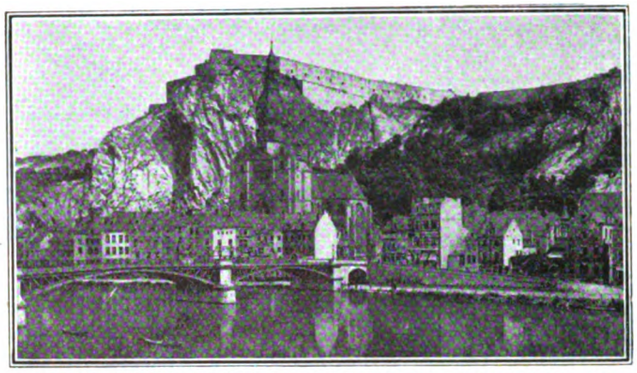
prisoners, by punishing non-combatants. Women, children, and the aged are left out of the fight. Apart from definite provisions made by the civilised powers for the conduct of war, there are unwritten understandings which, it was imagined, were enforced by the common conscience of humanity.

When reports came from the front that the German armies were violating these conditions, the world at large hesitated to accept the accusation. It is easy to bring charges of atrocities. Necessary severity can be made to look like unspeakable cruelty. But soon the reports that poured in from every point along the line of war were so detailed and so completely substantiated that they could not be disbelieved. Germany was not going to conduct this war according to rules, even according to the common rules of humanity. She meant to conduct it in its harshest, its most forbidding, and its most terrifying form.

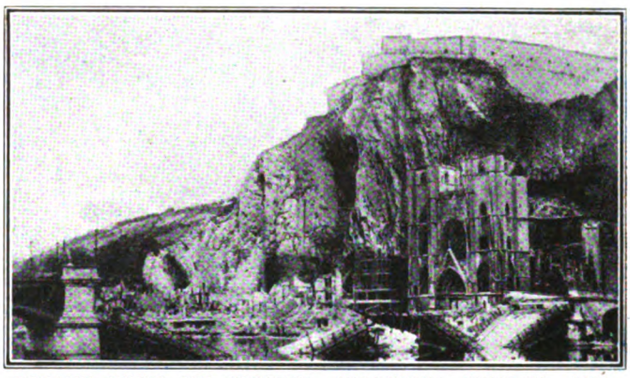
At Visé the Belgians tasted the German quality. The capture of this town has been described in an earlier chapter. The people openly helped the troops to resist; they were fighting for their Fatherland. There was no concealment about it, no firing from hidden places by men who afterwards intended to escape as innocent peasants. The people saw their homes attacked and took up arms to defend them.

Some few years ago, when, in a popular play in London, "An Englishman's Home," the final tragedy was the military execution of an ordinary English householder because he had taken part in a fight against the invaders, many people considered the incident overdrawn. The man's act, they argued, was natural and patriotic; it was absurd to think that if the Germans succeeded they would shoot him in cold blood for what he had done. What seemed ridiculously exaggerated in a London play was carried out on a wholesale scale at Visé. Every house was burnt and everything destroyed. Many of the men were shot as soon as the Germans got possession of the town—shot in cold blood when they had been secured and disarmed, and those who were not shot were made prisoners, and have since been put to work on the roads or in constructing defences for the enemy. The women and children were treated in such fashion that fourteen of them died within a few days of reaching Dutch territory.

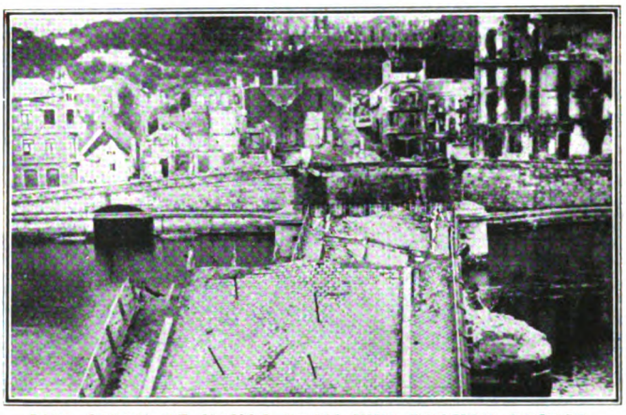
As the Germans advanced in Belgium they systematically made the southern country a desert. The evidence, not of a Belgian, but of a German war correspondent, Herr Heinrich Binder, of the "Berliner Tageblatt," on this subject is conclusive. He made an official tour in company with the foreign military attachés through those parts of



DINANT BEFORE GERMAN VANDALISM DESTROYED IT.



DINANT, WITH ITS CITADEL, WRECKED CHURCH, AND BROKEN BRIDGE, AFTER THE GERMANS HAD PASSED.



THE SCENE OF HAVOC FROM THE BROKEN BRIDGE.



ANOTHER BROKEN BRIDGE OVER THE MEUSE AT DINANT.

Dinant is one of the many Belgian towns whose churches, houses and bridges were shattered into heaps of pitiful ruins by the brute fury of the Kaiser's legions while they were "hacking their way" through into France.

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THE MAIN GATEWAY OF TERMONDE IN RUINS.
This gateway was destroyed by Belgian soldiers so that it should not interfere with their artillery fire when replying to the German attack.

Belgium in the occupation of the German army.

"I inspected the villages of Battice and Hervé," he wrote. "They have been razed to the ground. Of about five hundred houses at Hervé only nineteen remain. Corpses are lying all over the place; everywhere there is the smell of burning. The church is a broken heap of ruins. Some houses have been spared because shots were not fired from them. They bear notices such as 'Don't shoot,' 'Well disposed,' or 'Spare us; we are innocent.' The same picture reproduced itself all the way to Liège. Not by any means has everything been demolished indiscriminately; between whole rows of houses which have been blown up one may see houses which have been carefully left alone, with pretty gardens and groups of playing children.



SURROUNDED BY DESOLATION A STATUE STANDS UNHARMED.
The Germans arrived at Termonde and proceeded to bombard it on September 5th, 1914. It was entered and plundered on the same evening. The photograph shows the harvest of desolation reaped by the bombardment, and a statue which their bursting shells left unharmed.

"Every forty yards the high road has been torn up and barricades have been built. The odour of corruption arises from the cellars of the ruined houses, and is often so strong that we cannot remain. Since the German soldiers have been in the country the work of reconstruction is going on. Landwehr men may be seen sitting with Belgian families at the doors of village houses as if peace had been won. In all villages the inhabitants instinctively put up their hands or saluted as we passed. White



TERMONDE DELIBERATELY DESTROYED BY THE GERMANS.
Before the German entry Termonde was a town of some 1,400 houses. The German troops went systematically through street after street firing each building separately, spraying the lower floors with an inflammable liquid and then setting fire to them. Three buildings of importance and about one hundred others were spared. The remainder were hopelessly wrecked as seen here.

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flags, cloths, and handkerchiefs float over every house. The land is as though dead."

The German authorities laid down the same regulation they had enforced in the Franco-Prussian War—that any civilian caught firing against the troops would be instantly shot, and any place from which firing came would be destroyed They further declared that each community would be punished as a whole for any attacks made on troops or lines of communication there. From a military



BELGIAN INFANTRY AMONG THE SHATTERED RUINS OF TERMONDE.
The terrible ruthlessness of the Germans' military machine enabled them to revel in Teutonic "higher civilisation" in hapless Belgium, but no sooner had they passed to another debauch of destruction than Belgian soldiers were on their heels, worrying their transports and cutting off small parties. The inset picture shows a Belgian look-out on an old fortress overlooking Alost.

point of view, justification cannot be claimed for these rules. In 1870 they were condemned by the German authorities, Geffcken and Bluntschli, as indefensibly harsh. Their cruelty was aggravated by the manner in which the Germans carried them out. Throughout Southern Belgium whole communities were punished for mere suspicion of crime; villages were burnt and their inhabitants murdered to hide the blunders of individual officers.

When the Germans took possession of a village or a town they usually seized the burgomaster, the curé, the schoolmaster, the doctor, and other prominent citizens, and held them as hostages for the good behaviour of the people. It was not enough for the villagers to remain neutral; there must be



THE ALERT BELGIAN SOLDIERY PASSING THROUGH TERMONDE AFTER THE GERMAN EVACUATION.

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ALL THAT REMAINED OF HIS DAUGHTERS!
This resident of Melle returned to his burned home. His daughters were murdered by Germans before the house was fired, and he is holding up a charred foot of one of them found among the ashes.

no attack by the Belgian troops on the German troops. In many cases, although the terrified inhabitants did nothing, the hostages were shot because Belgian cavalry advanced and fired on the Germans. Every refinement of mental torture that could be devised was inflicted on the people. Hostages were left hour after hour expecting death at any moment; in some cases the Germans said they would only shoot half of them, and left the victims themselves to pick out which half should be shot.

This was not all. Little groups of soldiers, away from the control of superior officers, got out of hand; they plundered, they outraged, they murdered at their will. It was clear that the word had gone forward to strike terror into the hearts of the countryside. It was as though a horde of barbarians had descended upon the land, and many people who could not escape preferred death rather than to fall into their hands. "The Belgian railway porter," wrote one correspondent, "who told me calmly that he had a stick of dynamite in his house, and that he would blow up the building, with his wife, himself, and children, rather than permit the invaders to enter, was probably indulging in no exaggeration."

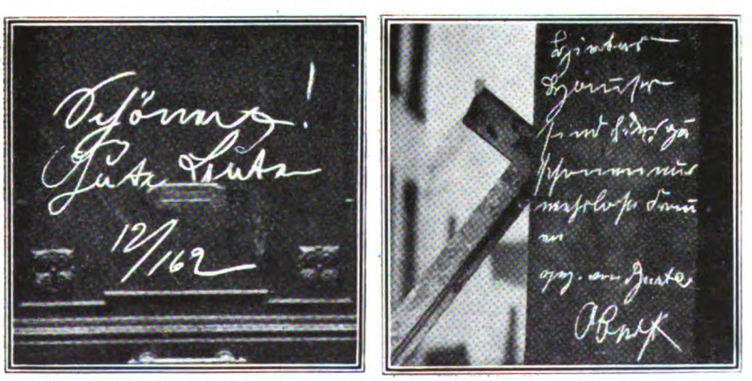


BELGIAN WOMEN REMOVING SOME OF THEIR GOODS TO PLACES OF SAFETY.

The simple and graphic diary of a young English girl, Miss Lydia Evans, who was at a convent school at Fouron, near Visé, when the Germans entered, gives some interesting sidelights on the attitude of the troops. Miss Evans at first had no reason to complain of the appearance and manners of the Prussian soldiers. "They were exceedingly polite," she wrote on August 3rd, when German troops invaded the convent. "They are magnificent. The meanest soldier is perfectly equipped, everything perfectly new, and splendid horses. They are like theatre soldiers, they are so perfect. There were awfully nice and talked a lot." But very soon the soldiers showed their rougher side. Here are some extracts from the entries during the days that followed:



SOME OF THE HAPLESS VICTIMS OF GERMAN BARBARISM IN BELGIUM.



PROOF POSITIVE OF THE DELIBERATE DESTRUCTION OF BELGIAN HOMES BY THE PITILESS INVADERS.
Photographs showing German inscriptions on houses in Termonde to be spared. That on the left reads "Spare this—good people" (Germans), and on the right, "The house behind to be spared—only defenceless women" (a German convent).

"August 6th.—A curate near here has been shot. The Germans are very nice if you give them what they want, but if they are refused the pistol comes out. Old Mother Thérèse was at the door when a soldier asked her for a kettle. She refused, and he nearly shot her.

"August 7th.—A most fearful noise was heard about two o'clock. They say that it was a fort blown up. A German aeroplane passed yesterday. The soldiers are camping in the woods. There are seven wounded here. Nearly all the others are taken to Aix-la-Chapelle.

"August 8th.—Went to mass in the

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village. A man told us that the Germans had burnt two big farms at Warsage (the next village). Two women and two men arrived from Liège. They said that the people had been living in caves for the last two days and nights. These poor people saw awful sights in coming across the fields, which were covered with dead. We have heard that Berneau is burnt, and the women and children hung. The Germans are furious at having lost such a number of men before seeing the French. A soldier passed last night, and Maria lifted up a corner of the curtain. In a minute he had out his revolver and threatened to shoot her. Some of the soldiers opposite the convent were drunk.

"August 9th.—An aeroplane passed right over us, and seemed to drop something white. The soldiers are going about in bands, destroying and laying waste every house and garden. They pass with bottles of wine and their pockets bulging out with things they have stolen. They set a house on fire just near the convent. There are 40,000 soldiers between here and Niouland.

German pillage and drunkenness

"August 10th.—There was a terrific crash at the door. Four German officers who had come in a motor pointed their revolvers and asked for wine. They looked as if they had been drinking. We had a fearful fright after dinner. An officer followed by a soldier came to ask us where the curé was, and threatened to shoot us because we could not tell him. Miss MacMahon had to lead him to the rector's house, with a revolver pointed at her back all the way. The houses on either side are burning. The nuns asked the German officers if they would spare the convent. They laughed, and said they would make it a cemetery for their dead. They took away the wounded, and as soon as they had gone the nuns woke us up, and we started out, following all the back roads."

Here are two other cases investigated by a Belgian official committee of inquiry, which reported as follows:

"During the night of August 10th German cavalry entered Velm in great numbers. The



AMBULANCE WAITING FOR WOUNDED.
This photograph was taken near Boncelles, just west from Liège, during the heroic defence of the forts.



IN A DUTCH RED CROSS HOSPITAL.



FRIEND AND FOE UNDER THE WING OF THE RED CROSS.
The Hotel Flandria, Ghent, the biggest of Belgium's hotels, was used as a Red Cross hospital for Belgian, British, and German wounded.



PRIESTS UNDER THE RED CROSS MINISTER TO THE VICTIMS OF BATTLE.
Red Cross bearers and priests at Hofstade, between Brussels and Ghent. Many of them were deliberately shot by the Germans.

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A BELGIAN REGIMENT RETIRING TO ANTWERP AFTER HARRYING THE INVADERS.
After offering a resistance to the German invaders so courageous and stubborn that it won the admiration of the world, the Belgian army retired to Antwerp, one of the strongest fortresses in Europe. There it recuperated and prepared to meet any German attack, or to take the offensive as soon as opportunity offered. This picture shows an infantry regiment falling back on Antwerp after the hard fighting around Ghent.

inhabitants were asleep. The Germans, without provocation, fired on M. Deglimme-Gevers' house, broke into it, destroyed furniture, looted money, burnt barns, hay and corn stacks, farm implements, six oxen, and the contents of the farmyard. They carried off his wife, half naked, to a place two miles away. She was then let go, and was fired upon as she fled, without being hit. Her husband was carried away in another direction and fired upon. He is dying. The same troops sacked and burned the house of a railway watchman.

Official proof of German butchery

"Farmer Jef Dierick, of Neerhespen, bears witness to the following acts of cruelty committed by German cavalry at Orsmael and Neerhespen on August 10th, 11th, and 12th:

"An old man of the latter village had his arm sliced in three longitudinal cuts; he was then hanged, head downwards, and burned alive. Young girls have been raped, and little children outraged at Orsmael, where several inhabitants suffered mutilations too horrible to describe. A Belgian soldier belonging to a battalion of cyclist carbineers, who had been wounded and made prisoner, was hanged, whilst another, who was tending his comrade, was bound to a telegraph pole on the St. Trond road and shot.

"The town of Aerschot was entered by the Germans on Wednesday, August 19th, without any resistance whatever having been made. As the German troops marched through, the inhabitants closed their doors and windows and sat within in order that there might be no suspicion that they were planning an attack. The German soldiers broke into their houses, ordered the people to leave, and as they went into the street seized the first six male inhabitants and shot them under the eyes of their wives and children. Next day the Germans returned again, once more, ordered the people to leave their houses, marched them in a body to a place two hundred yards from the town, and there shot the burgomaster (mayor), his fifteen-year-old son, and eleven prominent citizens. They then burnt the place.

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BELGIAN GUNS, MADE BY KRUPP, ON THEIR WAY TO BE TURNED AGAINST THE GERMANS.
Artillery duels were a prominent feature of the early stages of the war, and what success the Germans won was due in great measure to the power and number of their guns. Most of the Belgian guns were of Krupp manufacture, and they were turned against the country of their origin with deadly effect at Liège, and again at the Battle of Haelen on August 13th, 1914. This illustration depicts a detachment of Belgian artillery preparing to go into action at Ziel, near Ghent.

"At Linsmeau some Belgian infantry and two gendarmes attacked German cavalry occupying the village, drove them out, and killed their officer. The people of the village took no part in the fighting. Nevertheless, a strong force of German cavalry rode out on August 10th, retook possession of the place, arrested all the people, destroyed two farms and six outlying houses, took eleven of the inhabitants, placed them in a ditch, and smashed in their skulls with their rifles."

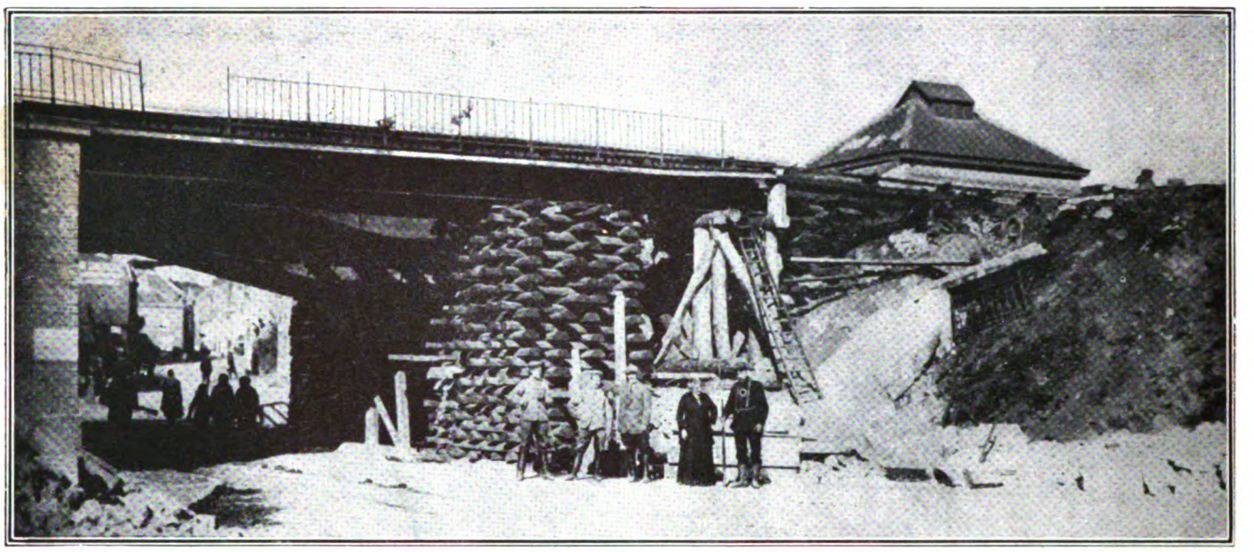
"The authorities enraged the public against Germany by assiduously circulating false reports," declared the German authorities later, when attempting to justify their action. "They were under the impression that with the aid of the French they would be able to drive the Germans out of Belgium in two days." The Germans further claimed that the Belgian peasantry were guilty of numerous outrages against wounded German troops. There may have been offences in individual cases. When people find their homes burnt, their children murdered, and themselves ruined, they are apt, human nature being what it is, to revenge themselves as best they can. But certain it is that many of the worst German outrages were committed against people who had committed no offence, who had not even offered open or secret resistance.

German excuses for admitted outrages

Thirteen army corps, the pick of Germany's forces, totalling at least 650,000 men, with 2,200 field guns and heavy guns, and a very full equipment of machine-guns, were waiting to advance into Belgium. Their progress was delayed for some days by the resistance of Liège, the guns of the forts there controlling the three main roads, the railway and the River Meuse. While one portion of the army was besieging Liège, two cavalry divisions, numbering over 10,000 men, crossed the Meuse close to the Dutch frontier and advanced through the country.

It was not, of course, the intention of the German General Staff to employ the whole of the thirteen corps

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THE CLEVER REPAIR BY GERMAN ENGINEERS OF A RAILWAY BRIDGE AT TONGRES.
This bridge was blown up by the retreating Belgians to embarrass the advance of the Germans, whose engineers made a temporary repair by using piers of timber. It must be admitted that the invaders excelled in such work.

against the little Belgian Army. To do this would have been like using a steam-hammer to crack a filbert. The total field force that King Albert could bring against the Germans did not exceed 100,000 men, and was probably very considerably less. There is no need to reckon in this force the Civil Guards and similar bodies, which had little more than a paper existence. The Civil Guards, as a matter of fact, were disarmed in nearly every case before the Germans arrived.

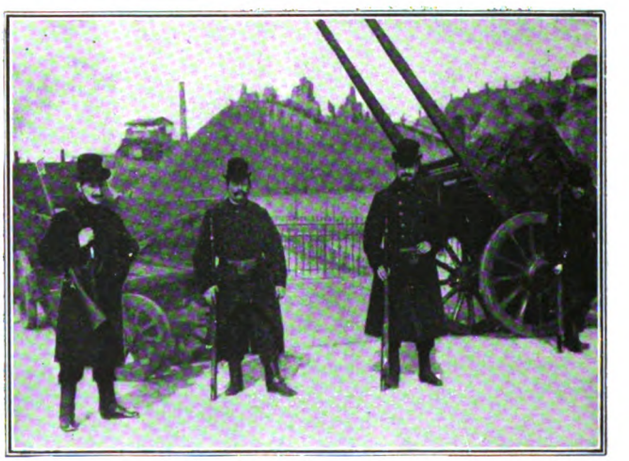
The German cavalry screen succeeded in driving the Belgian forces back to the line represented by the towns of Diest, Haelen, Tirlemont, and Jodoigne. It isolated Liège, and formed an impenetrable barrier, completely concealing the movements of the German armies and the preparations in progress to their rear. This was so much the case that, on the day before they struck the blow which shattered the Belgian field army, it was considered doubtful, both in the Belgian headquarters and in London, if they had yet succeeded in moving any considerable force



ONE OF BELGIUM'S CORPS OF CLEVER CYCLIST—
The extreme mobility of cyclists made them very valuable for reconnoitring and sharpshooting. Antwerp, after the evacuation of Brussels,

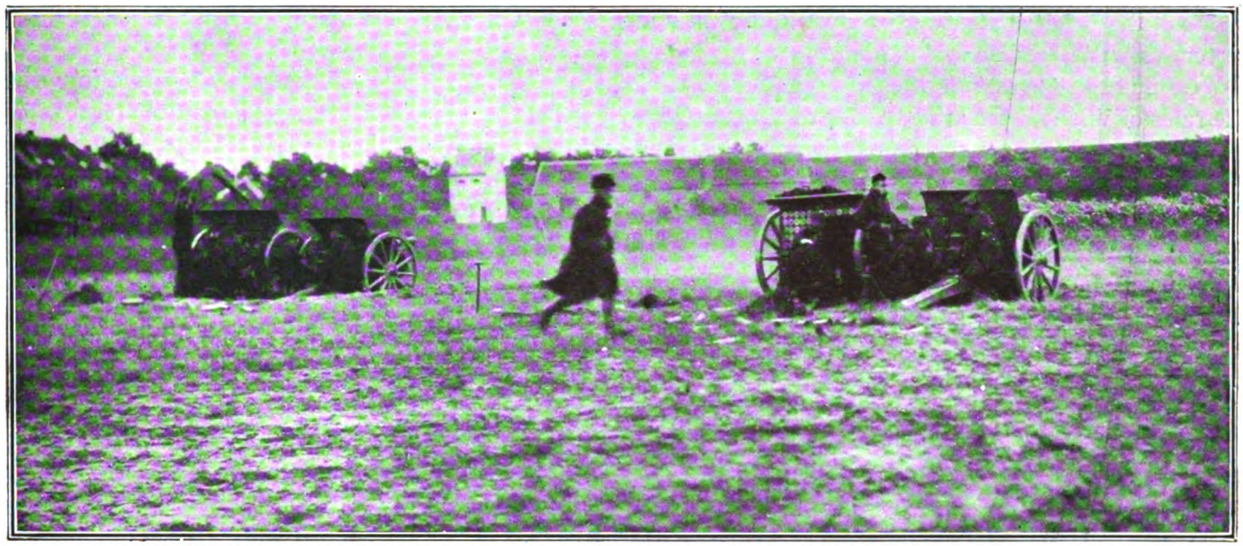


HOLDING UP THE MOTOR TRAFFIC.
This simple barrier across the main road in a Belgian village prevented the passage of hostile or unauthorised motor-cars.



BARRICADE IN A BRUSSELS SUBURB.
Transport vehicles drawn across the road by Civil Guards, in order to hold up traffic for inspection before allowing it to pass.

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BELGIUM'S EXCELLENT FIELD ARTILLERY BOLDLY REPLIES TO THE CHALLENGE OF THE INVADERS.
A photograph taken when the guns were firing upon the Germans. Each gun has its caisson or ammunition waggon alongside, and the soldier running between the two guns is carrying a message received by field telephone.

across the Meuse. "The situation of the Allies on the Meuse remains favourable," wrote one of the best-informed of the British military critics on August 18th. "So far as we know, the Germans are not north of the Meuse in force. . . . . There is no sign or word of a German advance." The critic in writing this was only expressing the general sentiment among those on the side of the Allies in the best position to know.



—SOLDIERS LEAVING ANTWERP ON SCOUTING DUTY.
held over 2,000 of these intrepid cycling soldiers, who waited "at the ready," eager to take the offensive against the enemy.

The German cavalry, pushing through the villages and keeping in touch with the Belgian outposts, behaved with barbarous cruelty. In one place they shot seven of the inhabitants, one for having run away, the others for no reason at all. If villagers looked at them in a way they did not like, they would, if they were in a good humour, inflict merely contemptuous punishments on them, such as compelling them to hold up their hands for half an hour, to roll in the dust, to kneel and beg pardon, and the like. If they happened to be in a bad humour, the



FEEDING THE BELGIAN FIELD GUNS.
A nearer view of one of the guns shown at top of the page. The empty shells lying behind have spent their charges upon the ranks of the advancing enemy.



EMPTY HOUSES BUT FULL TRENCHES.
All the residents of this Belgian village had fled, and its only occupants were soldiers who threw up earthwork entrenchments like this and there calmly awaited the enemy.

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bodies of the Belgians afterwards recovered by their friends showed, some of them, such evidences of horrible torture as cannot be described in print.

On Sunday, August 9th, the famous "Death's Head" Hussars, a "crack" cavalry regiment, passed through the ruins of Visé and penetrated as far as Tongres. They lowered the Belgian flag hanging from the town hall, commandeered the municipal money chests, and seized ten thousand francs at the post office. Uhlans (Prussian lancers) raided Hasselt, and there secured no less than two million francs (£80,000) belonging to the National Bank of Belgium. This was an act of sheer robbery forbidden by the laws of war.

Murder followed by robbery

The scenes all along the line where the two armies were in touch were full of interest and excitement. The Belgians, worn and grim, fought behind hedges and roadside barricades, in shallow trenches, and behind the walls of village houses. The Germans, as they advanced, drove out the villagers and destroyed all before them. The Belgian authorities by this time had given instructions that civilians were in no circumstances to take part in the fighting, but were to leave the war to the soldiers. The story of the German atrocities had, however, already convinced most people that this was the only course. At a multitude of points little parties of Uhlans would come



BELGIAN HEAVY ARTILLERY READY TO GO INTO ACTION.

The distant range of field artillery is 6,000 yards; of heavy artillery 10,000 yards. The effective range of the former is 4,000 yards; of the latter 5,000 yards. Heavy artillery can seldom avoid firing over the heads of its own troops. When the front ranks of the opposing forces are so close together that gun fire might injure friend as well as foe, fire is directed upon objects behind the enemy's skirmishers, or upon the supposed positions of his reserves. This photograph shows Belgian heavy artillery being drawn up to the firing-line.

into contact with little parties of Belgian infantry or cavalry; there would be a charge, a volley, a struggle. Now an ambush would be laid, and some Uhlans would dash carelessly to death. Now the Germans in turn would conceal their cavalry or their machine-guns, and the Belgians would move forward unconsciously to destruction.

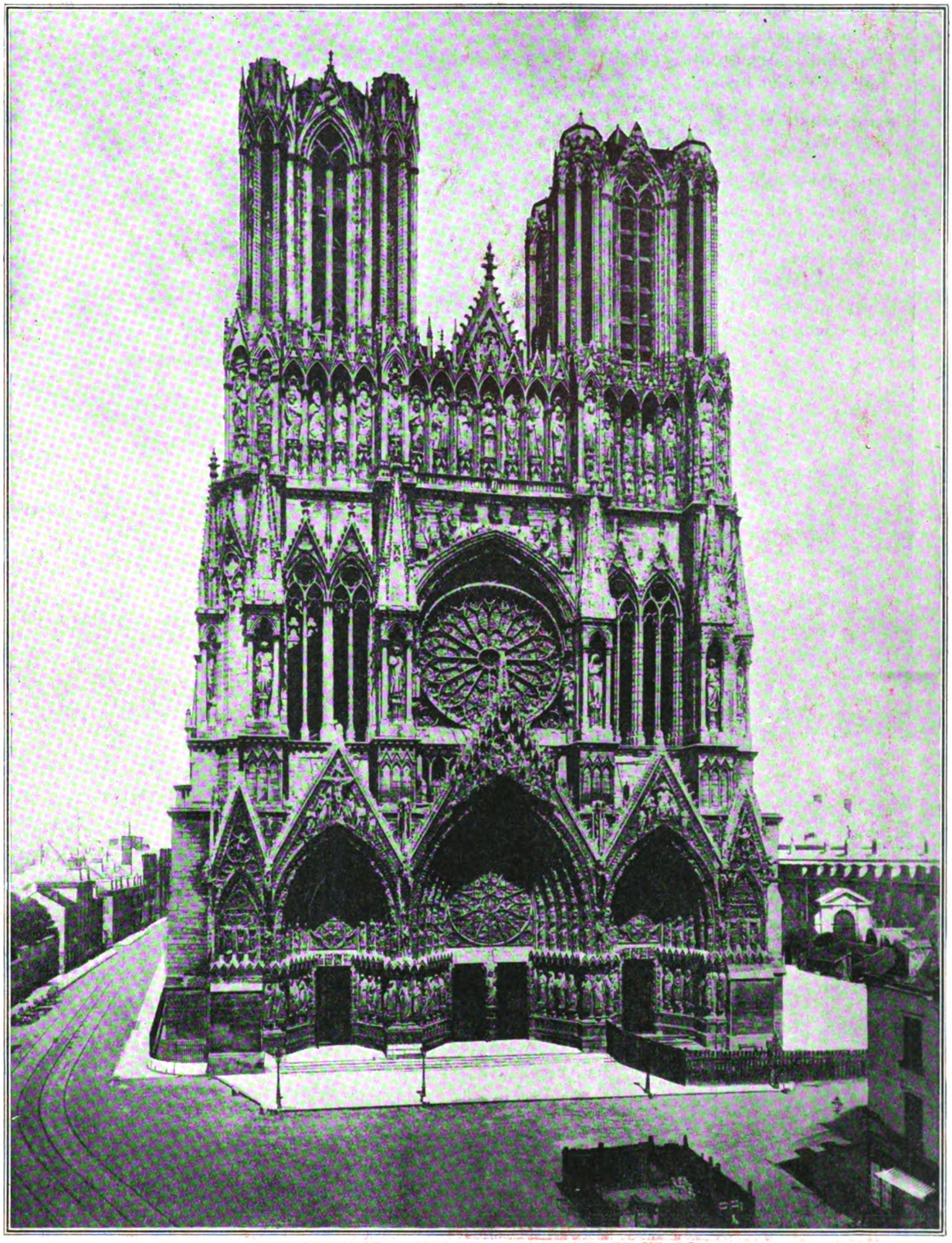
A skirmish of some moment occurred at Tirlemont on Tuesday and Wednesday, August 11th and 12th. Two thousand German cavalry advanced in the direction of that town, and were attacked by a regiment of Belgian lancers. The latter were driven back by the superior German machine-gun fire. On the Wednesday morning the Germans attempted to take the offensive. They were met by the steady fire of a body of Belgian infantry, and were forced back for some distance. About the same time a regiment of German dragoons attempted to surprise the Belgian troops at Aineffe. After a three hours' fight, they were driven off, leaving one hundred and fifty-three dead on the field, and one hundred and two prisoners in the hands of the Belgians.

Successes of Belgian skirmishers

Another outpost affair took place near Eghezee, when a body of three hundred and fifty Uhlans, with sixty cyclist scouts, were surprised at a village while sitting quietly in the cafés enjoying themselves. Their horses were grazing in the fields and the men were wholly unprepared. Their own cyclists rode in to give the alarm. The

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THE TWENTIETH-CENTURY VANDALS UNDO THE LOVING WORK OF AGES PAST.



THE GLORY OF RHEIMS FOR SEVEN HUNDRED YEARS.

The bombardment of Rheims on September 19th, 1914, did great and irreparable damage to its magnificent cathedral, one of the sublime architectural glories of Christendom, and a great masterpiece of thirteenth-century Gothic. At the time of this act of vandalism beds of straw in the cathedral were occupied by German wounded under the care of French Red Cross nurses.

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AN ACT OF VANDALISM THAT SHOCKED THE CIVILISED WORLD—



Nowhere out of France was there the equal of Rheims Cathedral as it stood before German shells crashed into the historic fabric. Nowhere in France itself was there a building more venerated by tradition, history, and the shades of the departed great. Rheims Cathedral was a beautiful example of thirteenth-century Gothic, and one hundred and fifty years of long labour were spent on its erection before its lofty towers finally rose above the completed structure. Within its walls Joan of Arc beheld the consecration of Charles VII.—the successors of Clovis were anointed here with oil from the sacred phial supposed to have been sent from Heaven for his baptism. But the association of history and legend—the supreme beauty of one of the world's priceless gems of architecture—was no protection when Germany had decreed destruction

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RI—THE DESTRUCTION OF THE PEERLESS CATHEDRAL OF RHEIMS.



and net guns thundered from their entrenchments on the north the masses of steel that carried fire and demolition in their path. The act of wanton vandalism took place on September 19th and 20th, 1914, and these days will be black ones in the calendar of Christendom. The fabric was seriously injured and the heads were shot from many of the statues that adorned the magnificent west front. The belfry collapsed and the bells melted in the heat. The nave suffered more than any other part. At the time of the bombardment one hundred and thirty German wounded, tended by French Red Cross nurses, lay in the Cathedral, which had been turned into a hospital; and although the French did their best to save them, the blackened corpses of thirteen lay among the cinders when the fire had spent itself.

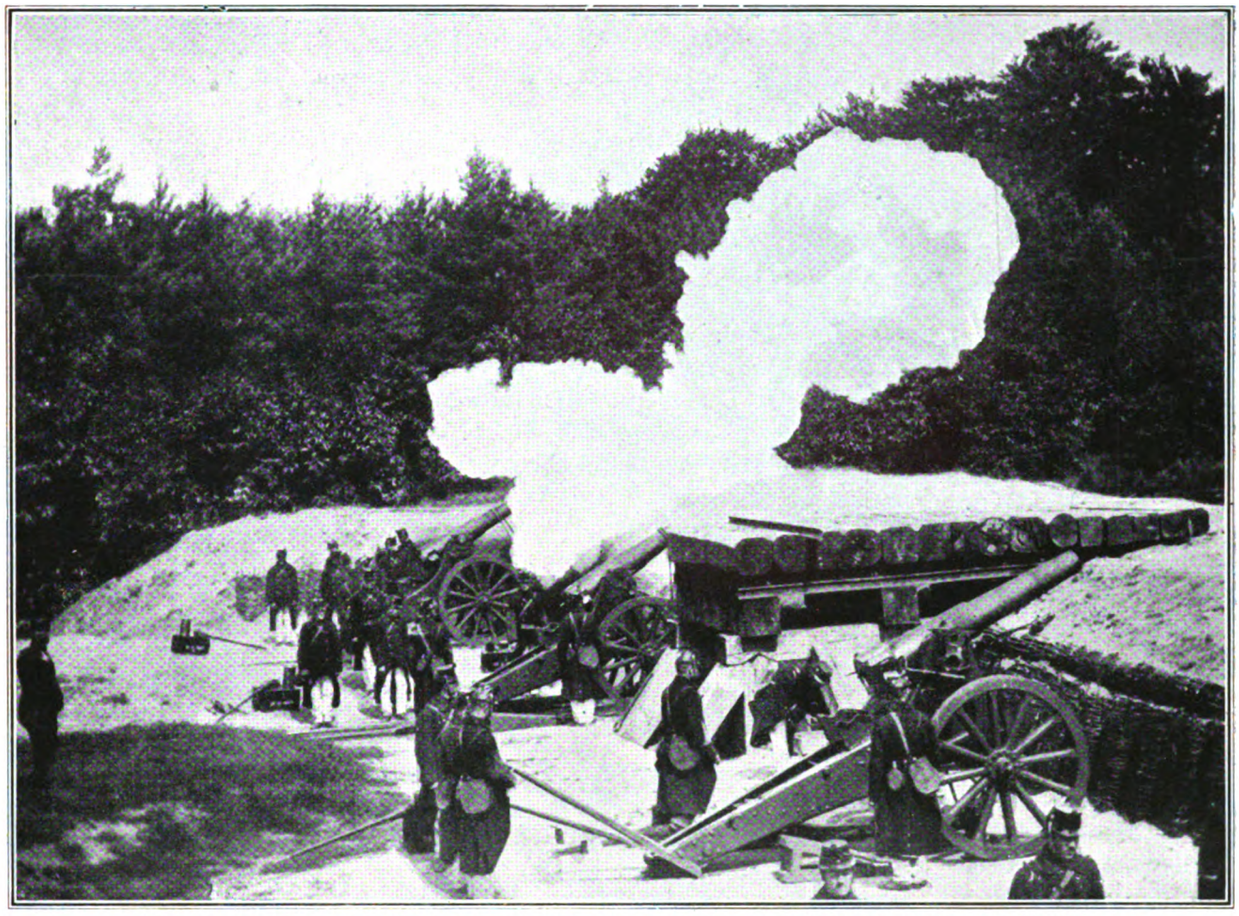
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BRITISH TORPEDO CRAFT DISPLAY EXCEPTIONAL SEAWORTHINESS DURING A TERRIFIC STORM IN THE NORTH SEA.

The monotony of waiting for a foe, which preferred the inglorious seclusion of its own ports to battle in the open, was relieved for a section of the British Fleet by a heavy gale during the early part of September. For twenty-four hours the smaller craft were buffeted about, with hatches battened down, and sailors standing at their posts lashed to the rails. On one destroyer a surgeon, rendering first-aid to a disabled man, was nearly carried overboard. He managed to grip the rail as his body struck the water, and his fingers were cut to the bone before he was rescued. Sometimes vessels had their sterns out of the water, and their propellers racing madly, but they rode out the weather none the worse, exhibiting exceptional seaworthiness.

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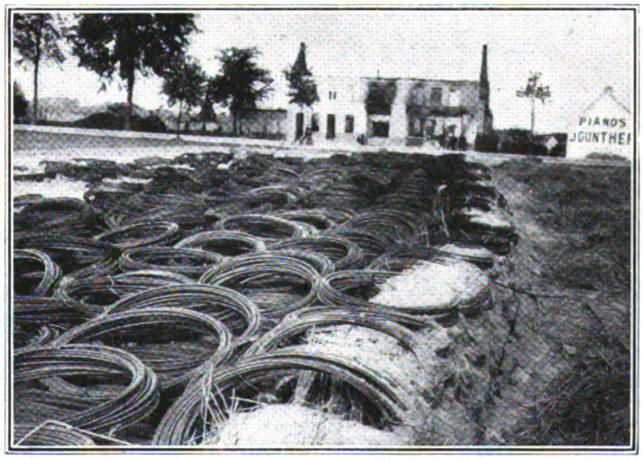


OUTWORKS OF A BELGIAN FORT REPLYING TO THE MIGHTY GERMAN SIEGE-GUNS.
The German attack reduced the forts at Liège to a heap of ruins by using siege-guns, cumbrous masses of steel, each weighing not less than forty tons. The placing of one of these siege-guns in position is about equal to erecting a large machinery plant. Liège was protected by cupola forts, which are covered in. This photograph shows an uncovered temporary fort answering the attack of German siege-guns.

Uhlans in a sudden panic rushed off, leaving horses, rifles, machine-guns and everything behind them. The Belgians succeeded in killing about forty of the men as they ran.

An action of some importance occurred on August 12th and 13th at Haelen. A force of German cavalry and artillery, accompanied by a small body of infantry, numbering probably 10,000 in all, attempted to move around Tirlemont to outflank the Belgian army. They found themselves opposed by a Belgian division of cavalry and a mixed brigade, numbering between 7,000 and 10,000.

Towards eleven o'clock on August 12th the Germans were seen on the Steevoorn-Haelen road. The Belgian artillery, which was well placed, opened fire on them, and a fierce fight followed which lasted until early evening. The Belgian guns wrought great destruction. The Germans tried to ride through the enemy by sheer dash and daring. At one point their cavalry dashed at a series of formidable Belgian barricades, only to be picked off and driven back by the infantry fire. Then there came a fierce charge, when the German cavalry and the Belgian cavalry rode right into one another, and a hand-to-hand conflict ensued.



COILS OF IRON WIRE TO PROTECT GERMAN TRENCHES.
A German trench at Melle, near Ghent, protected by tons of wire, brought from Hamburg for the purpose. Shells landing among the coils of wire have a narrowed field of destruction, and, as the wire is more apt to be twisted and bent than it is to break, the coils can be used frequently.

The country was very unfavourable to the Germans, its broken nature making cavalry advances difficult. The invaders, even according to the account of their

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BRUSSELS' BRAVE BURGOMASTER.
When the German general in command of Brussels placarded the walls of the city with a notice requesting the inhabitants to remove all Belgian flags, M. Max, the burgomaster, protested against this command, but his posters were everywhere covered up with blank paper.

that they could hold their own, even against the Germans. Had they been better acquainted with the methods of the German General Staff they would have known that the settled policy of the German Army was to play with the enemy during the time of preparations for a great move as a cat plays with a mouse. The German plan, as admitted by such writers as General von Bernhardi, is to offer a relatively weak front during a period of concentration, to send out a dense screen of cavalry to keep in touch with the enemy, to make a show of weakness, to discover the strength of the foe and their dispositions, and then, when the right moment comes, to attack "like a thunderbolt from the clouds."

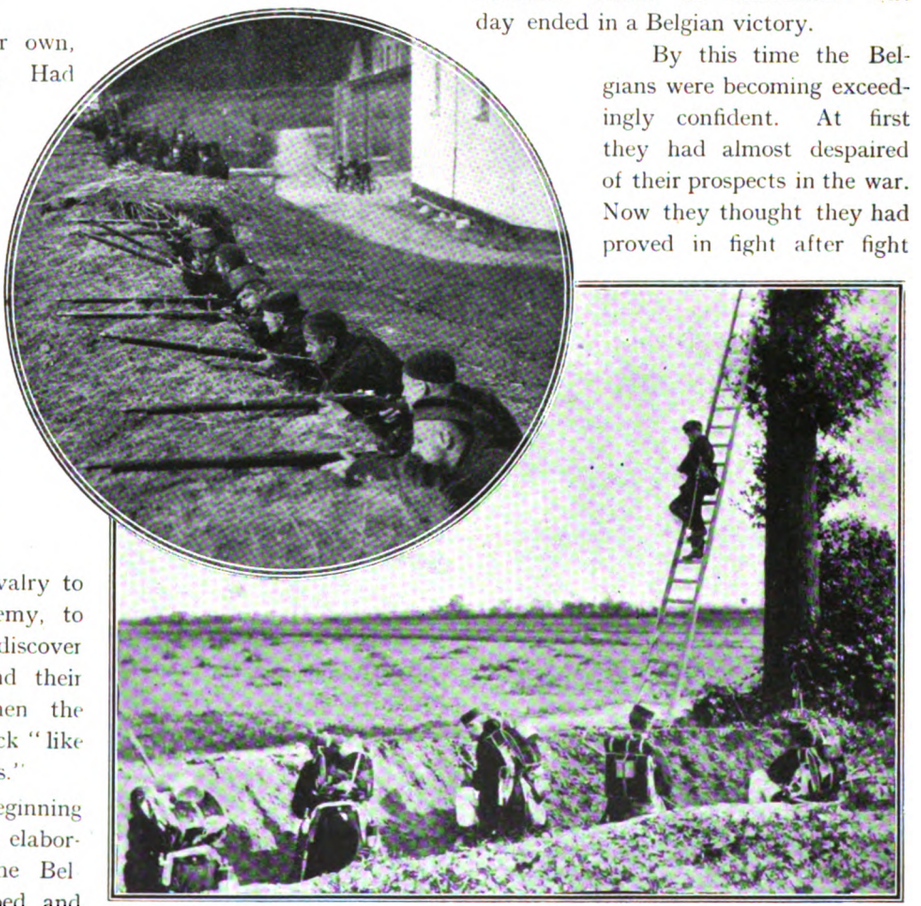
The Germans at the beginning did not condescend to make elaborate preparations against the Belgians. Doubtless, they hoped and expected that forces such as that sent against Haelen would be enemies, showed extreme courage. At one point the German cavalry even attempted to charge a line of Belgian machine-guns, and pushed forward, despite immense slaughter, until sheer butchery forced it back.

The Germans revealed in this fight the qualities which were to carry them far in the days that immediately followed. "They may not have shown much pluck before," said one Belgian major at the end of the day, "but they have certainly shown it to-day." But this was a case where the rush tactics of the Germans were in vain. They had finally to retire with a loss of about a thousand men. The conduct of the Belgian troops during this fight aroused very high praise.

High courage on both sides

The battle of Haelen was one of those fights where the individual soldier had a chance to distinguish himself, and the Belgians told many tales of the bravery of their own men afterwards. There was, for example, one farrier-sergeant by name Rousseau, of the Chasseurs à Cheval, who, with a little band of eight men, charged a whole company of Uhlans and routed them, bringing a dozen horses back as trophies. One lieutenant, asked to send reinforcements, summoned the town fire brigade of Diest, and collected up what soldiers he could find along the road. He and his little band rushed to the point where they were wanted, stormed a Prussian battery and drove it back, the lieutenant himself seizing a soldier's rifle and shooting dead the Prussian officer in command. The day ended in a Belgian victory.

By this time the Belgians were becoming exceedingly confident. At first they had almost despaired of their prospects in the war. Now they thought they had proved in fight after fight

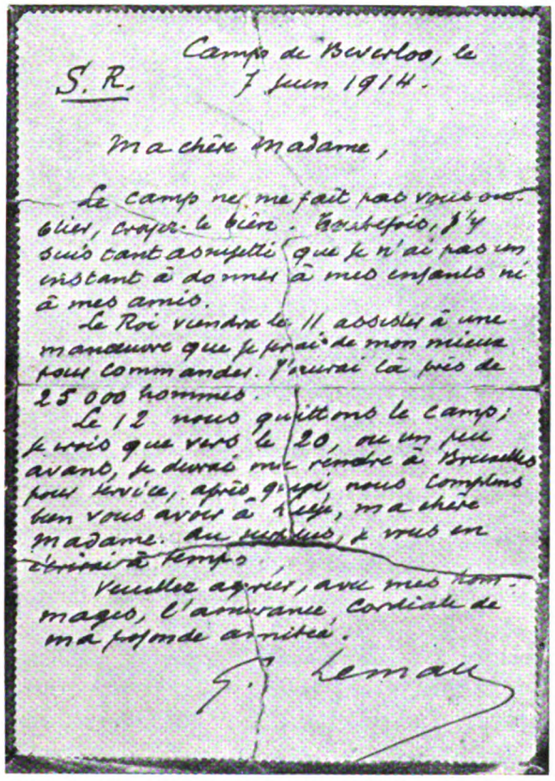


TRENCHES FROM WHICH BELGIAN FIRE MOWED DOWN GERMAN COLUMNS.
The inset picture shows a company of Belgian infantry in a trench near Alost waiting to give the German advance guard a warm reception. In the lower picture a Belgian field trench is being used as cover, and the officer on the ladder is watching for the advance of the enemy.

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GROUP OF BELGIAN CAVALRY INCLUDING GENERAL LEMAN, THE BRILLIANT DEFENDER OF LIEGE.
General Leman's name will go down in history on that glorious roll of fame which contains the names of men who courted death by "facing fearful odds." He was taken prisoner only after his forts had been demolished and he himself lay unconscious from the fumes of exploded shells.



Camp de Beverloo, le
7 juin 1914.

S. R.

Ma chère Madame,

Le camp ne me fait pas vous oublier, croyez-le bien. Toutefois, j'y suis tant absorbé que je n'ai pas un instant à donner à mes enfants ni à mes amis.

Le Roi viendra le 11 assister à une manœuvre que je ferai de mon mieux pour commander. J'aurai là près de 25 000 hommes.

Le 12 nous quittons le camp; je crois que vers le 20, ou un peu avant, je devrai me rendre à Bruxelles pour service, après quoi nous comptons bien vous avoir à Liège, ma chère Madame. Au revoir, à vous en dernier temps.

Veuillez agréer, avec mes hommages, l'assurance cordiale de ma profonde amitié.

G. Leman

FACSIMILE OF LETTER FROM GENERAL LEMAN.
Shortly before the war a friend of General Leman received this letter from him. It was torn up, but when the world was ringing with the name of Belgium's great hero the lady recovered the "scraps of paper." It has a human interest in view of the modesty that shows through its few lines. The translation is as follows:

"Camp de Beverloo,
"June 7th, 1914.

"My dear Madam,—The camp does not cause me to forget you, believe me. Still, I am so pressed that I have not an instant to give to my children and my friends. The King comes on the 11th to assist at a manœuvre that I shall do my best to command. I shall have about 25,000 men. On the 12th we leave camp. I believe that about the 20th or a little sooner I ought to come to Brussels for service, after which we count upon having you at Liège, my dear madam. Besides I shall write you in time. Be good enough to accept with my homage the cordial assurance of my deep friendship. G. LEMAN."

sufficient in themselves to sweep away any opposition. When they found their mistake they reverted to their regular tactics, paused, gathered strength, and then struck.

The Belgians, after the first fortnight of war, came somewhat to despise the foe. The Germans were ill-equipped, short of food, lacking enthusiasm, and driven unwillingly to fight, said the Belgians. "I go out to capture the Germans," said one Belgian hero, "not with a gun but with a buttered roll; I hold the roll out; the Uhlans when they see it are so hungry that they rush up and surrender themselves in order to get food." Doubtless, some of the Uhlans and hussars, hastily pushed through the country, did march on short commons. But Belgium was only too soon to discover that the army behind was well provided.

On Saturday, August 15th, the Germans moved forward to strike their real blow. The forts of Liège were no longer able to offer a serious resistance. The little town of Huy, with its important bridge over the Meuse, eastward of Namur, which had been taken after a fierce struggle, opened up an important thoroughfare. The German armies were now able to move in strength into the heart of Belgium. Behind the cavalry screen four army corps moved forward. Their aircraft swept northwards, and from this moment little more was heard of the Belgian aeroplanes, which up to this stage had been doing useful work. One German army moved in great strength westwards towards Dinant. Its doings will be dealt with later. Another moved up behind the northern cavalry screen.

Germans move in strength

On August 16th the Germans attacked in force the position to the south-east of Wavre, where the Belgian and French armies met. They came in crescent formation, their aim being to turn the right flank of the Belgian army. The Belgian headquarters reported that the attempt had been vigorously repulsed, but the repulse was not permanent.

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GERMANS IN THE HEART OF ANTWERP——AS PRISONERS.

The Antwerp populace looked on with feelings of gladness mingled with sorrow as this large draft of German prisoners was marched through their city en route for safe keeping in England. Gladness—that so many of the modern Huns were rendered innocuous for the duration of the war; and sorrow from the recollection of Louvain, Malines, and Termonde, wrecked by the henchmen of the Imperial treaty-breaker.

On Monday the Germans advanced all along the line from Wavre to the Dutch frontier at great speed and with irresistible force. On Tuesday they opened an overwhelming artillery fire on Tirlemont. Their infantry and cavalry were sometimes as many as ten to one against their enemy. The German aeroplanes acted as scouts; they located the Belgian forces, signalled the exact position to their own guns, and enabled them to aim the shrapnel with overwhelming effect.

When the Belgian lines had been shaken sufficiently by shrapnel fire the German cavalry poured in, stabbing, shooting, and sabring. They swept through the ranks out into the villages behind. The people there were in their homes or working in the fields, confident in the power of their own soldiers to protect them. Suddenly the German cavalry swooped on them, and neither age nor sex was spared. As the people who escaped rushed madly across the fields and along the hedges the German guns opened out on them. It was battle practice against old men, women, and children. War had come in earnest now. Those fortunate enough to escape found two trains waiting about five miles from the town. They rushed on them, and were carried to Brussels, where their tale of pillage, death, and woe caused consternation.

The irresistible German advance

"Never," one correspondent in Brussels wrote, "have I seen such a picture of war as a peasant woman and five children who stood bewildered in the Place de la Gare here, all of them crying as if their hearts would break. It was a terrible story the woman had to tell. 'They shot my husband before my eyes,' she said, 'and trampled two of my children to death. I am the mother of nine, and I have only five with me; the others are lost.'"

On Wednesday, August 19th, the Belgian field army made a stand at Louvain itself. The Belgians had chosen their position well, and it was expected that they would offer a stubborn resistance. After some fighting, however,

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BRITISH MANHOOD POURING INTO FRANCE TO SPEED VICTORY AND PEACE.
As the transports carrying British troops swung into French ports the waiting crowds hailed the arrivals with welcoming cheers, which were echoed back from the ships with interest and enthusiasm, accompanied by the inspiring cry, "Are we downhearted?" and answered again by a great resounding chorus of "No!"

the Belgian forces suddenly retired. They had been beaten all along the line by the force of the German onset. The Germans were showing the qualities which were to carry them so far later in the war. The recklessness in advancing, the wholesale sacrifice of life, the powerful artillery fire concentrated on central points, the innumerable machine-guns dealing death on the enemy whenever they dared advance, and the aeroplanes, helped them to victory. Among the many descriptions of individual fights one fragment, by Mr. Raymond Coulson, stands out:

The road to Brussels won

"The Belgian lancers, six hundred, were out scouting. As they were trotting down a long road they suddenly sighted the enemy and began to charge. On the left, they came unexpectedly on a large, deep hole that threw a considerable part of their line into disorder. Then, entirely without warning, there burst over on the front the sharp, terrible roar of the mitrailleuses. The cavalry were running into a nest of little Maxim guns the Germans had brought up on horses.

"They rode until their saddles were emptied. We saw them in a small hollow. Two minutes later a number of riderless horses scattering widely over the countryside told us what they were meeting. Yet in the face of that stream of lead they actually dismounted and tried, with carbines, to worry the Maxims. At the same time they found themselves exposed to infantry fire from the woods. They came back at a gallop, a small scattered remnant of the host. At the same moment German guns began to open up around the semicircle of horizon.

"Shells burst like puffballs on green fields, searching our wide front. The thunder of big guns, the rhythmic beat of pom-poms, the roar of mitrailleuses, and the rattle of rifle fire came suddenly from ahead all the way from right to left. Around the skyline village after village went up in a pillar of black smoke."

The German advance was irresistible. The Belgian troops in attempting to stay it lost very heavily. Three regiments were almost annihilated. In the end the Belgian field army was for the time broken, and withdrew in the direction of the forts of Antwerp to find protection there. Brussels, the capital, was left open to the foe.

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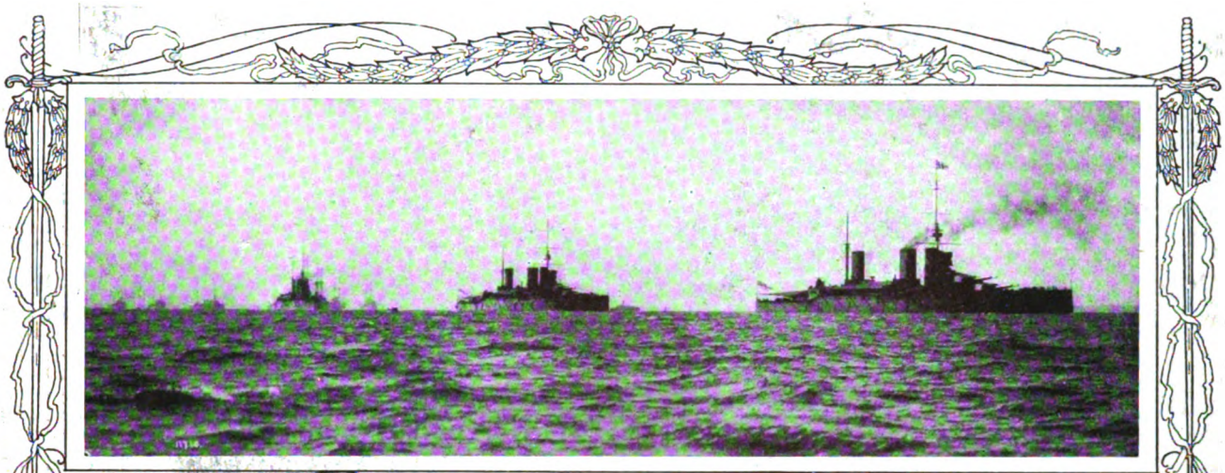


[Elliott & Fry.

ADMIRAL SIR JOHN RUSHWORTH JELLICOE, K.C.B., K.C.V.O., COMMANDER-IN-CHIEF OF THE HOME FLEETS.

Sir John Jellicoe's appointment to the supreme command of the British Home Fleets was acclaimed by the nation as a wise choice, in full confidence of his high ability for the task of guarding our coasts from the hostile Navy. His brilliant record has scarcely a parallel. From his examination as sub-lieutenant, when he came ahead of all his fellows by over one hundred marks, he had an unbroken career. As a writer said in a London paper at the opening of the war: "It would almost seem as though the man to whom the chief command of the British Navy has been entrusted had been specially saved by Providence for the accomplishment of some great task." He had a great share in fashioning the naval weapon of which he is in control. Swift in judgment, inflexible in will, he spared neither himself nor others when work was to be done.

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BRITISH FIRST BATTLE-CRUISER SQUADRON

PUTTING TO SEA, LED BY, H.M.S. LION.

CHAPTER XIII.

THE BRITISH GRAND FLEET PUTS TO SEA.

Exceptional Readiness of British Fleet—The Silent Movement to the Point of Danger—The Components of the Rival Fleets—Italian Support Lost to Germany—The Position in the Mediterranean—British Naval Bases—The Russian Squadrons—British Inability to Operate in the Baltic—The Attitude of Secrecy—Foreign Ships Added to British Strength—The Two Schools of Naval Policy—Power of the 13·5 in. Gun—Ships under Construction in Germany and England at the Declaration of War—The Suicidal Policy of the "Little Navy" Party—The Strong Policy of Mr. Churchill—Mobilisation—War

IN so far as her naval ambitions were concerned, Germany staked everything upon being able to strike us at an unguarded moment. It will be readily apparent that, though in normal circumstances we have about one hundred and fifty ships of all classes in full commission in home waters, there must almost invariably be a large number of vessels which, for some reason or another, are not instantly ready for war. Some would be in dockyard hands undergoing refit, possibly with half their guns dismounted, some would be giving well-earned leave to their crews, and the others might be scattered between twenty or thirty ports round the British coasts.

This is the state of things upon which Germany had reckoned, and she may also, in her utter ignorance of the spirit of the British people, have relied upon the divisions which might have been caused in our ranks by the Irish question. But, in any case, her plans went completely adrift.

Six months before the war became even a possibility, the British Admiralty decided that every available British warship in home waters should in July be placed on a war footing. In normal conditions the Home Fleet consists of the First Fleet, which is always fully manned and ready for war; the Second Fleet, which has half its men on board in peace, and can be prepared for war in twenty-four hours by drawing the remainder of its crews from the depots and training establishments; and the Third Fleet, which can only be made ready for war by calling up a portion of the naval reserves.

Britannia awake

On March 17th, 1914, Mr. Churchill, the First Lord of the Admiralty, announced that every ship in the Home Fleet would be placed on a war footing between July 15th and July 25th, and that "the whole of the Royal Fleet Reserve"—some 30,000 strong—would be called out for eleven days. There is said to be a "little cherub that sits up aloft to keep watch o'er the lot of poor Jack," and at this juncture, at all events, he did his work exceedingly well. Before the time had come for the reservists to be discharged it had already become clear that a serious war-cloud was gathering. Although the ships which had been specially commissioned were paid off in the usual way, all were warned that there was a possibility of a general mobilisation being ordered at any moment, and that, if such mobilisation were necessary, they would be required to report themselves in just the same fashion at the same ports, and to join the same ships, as had been the case a fortnight before.

Preparing for possibilities

The result was that when the German attitude towards Belgium made it impossible for Great Britain to remain a passive onlooker, the British Fleet was in a condition of readiness for war such as it could not possibly have enjoyed for more than four weeks out of any average year. The whole of the Fleet that is ordinarily kept in full commission was concentrated at Portland under its commander-in-chief, and on July 29th this force of one hundred and fifty ships—battleships, cruisers, and destroyers—steamed out to take up its position in readiness for war, in stirring array, with bands playing and crews cheering. After that date no information of the

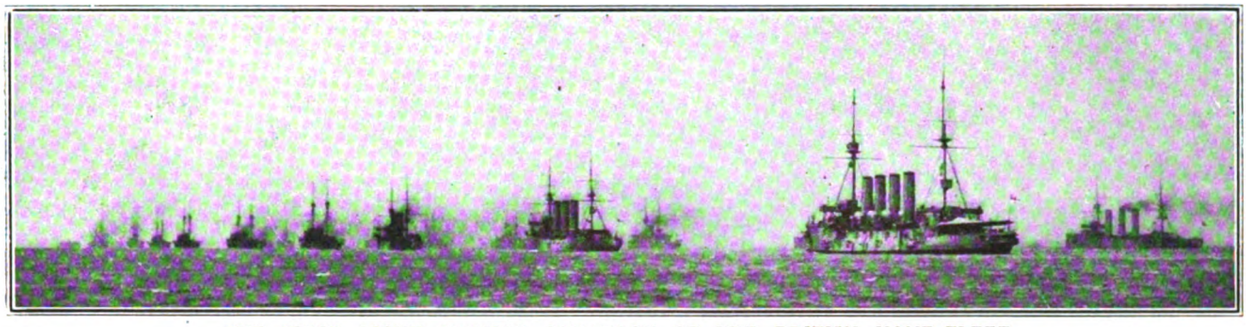
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THE BRITISH GRAND FLEET PUTTING TO SEA — THE MODERN ARMADA THAT RULES THE WAVES.

The leader in this impressive procession is the Iron Duke, the super-Dreadnought of 25,000 tons, which Admiral Jellicoe made his flagship. Behind her follows her sister ship, the Marlborough, and then others of the twenty-five Dreadnoughts and super-Dreadnoughts which the gallant admiral led to the North Sea. The hydroplane had been made a wing of the naval arm shortly before war began.

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THE FIRST LIGHT CRUISER SQUADRON OF THE BRITISH HOME FLEET.
The photograph shows the squadron putting to sea. The Arethusa was the first of the squadron to win distinction. By his brilliant part in the daring naval escapade in Heligoland Bight, on August 27th, 1914, Commodore Tyrwhitt made his name ring through the Empire.

whereabouts of any British warship appeared in the newspapers. The British Navy, trained for ten years to expect an attack from Germany, moved silently away to take up the stations that had been allotted to it.

The reserves, that on July 25th had been discharged to their private concerns ashore, were again warned that at any moment their services might be required. In less than a week, on August 2nd, when it had become evident that Germany was determined to defy practically the whole of Europe, they were recalled to the flag.

Britain's strongest moment

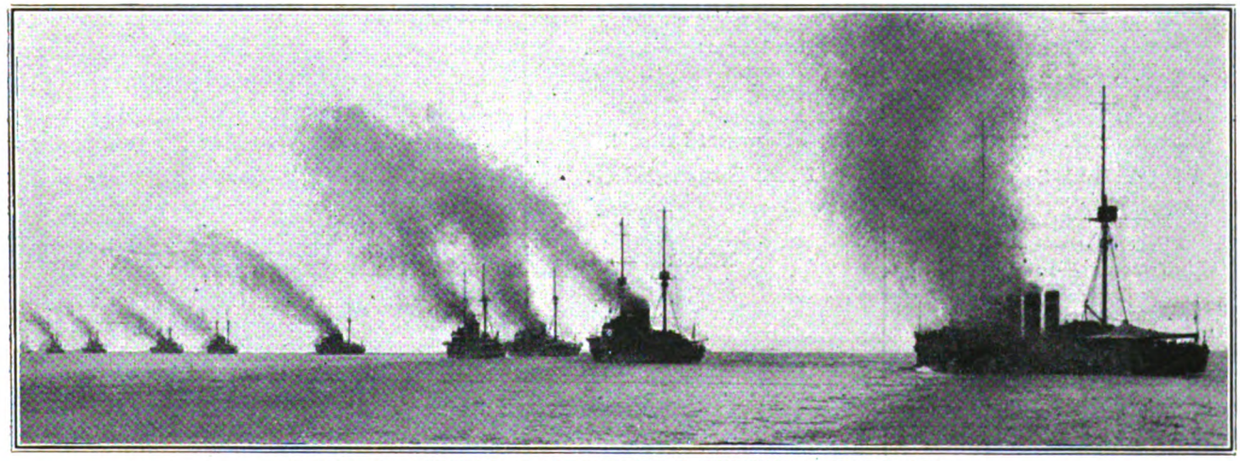
The position was remarkable from two points of view. In the first place, Germany had made war upon us not at our weakest, but at our strongest moment. Having received good notice of the probability of war, and, further, having assembled all its forces for a "test mobilisation," the British Navy was in an ideal condition to begin hostilities.

In the second place, it had become more or less an axiom in our national history that never in any circumstances would the British Navy be able to assume the initiative. It was assumed that the enemy must be ready before Great Britain. Critics who studied our naval and military dispositions regarded it as a practical certainty that we should be taken unawares. But they always hoped that, after a year or two of uphill fighting, our superior staying power might enable us to retrieve initial disaster. Now, however, thanks to an extraordinary stroke of fortune, the Admiralty had the situation well in hand when the war began. Every ship capable of effective service was ready for sea, with not more than half a dozen exceptions, because the dockyards had for many weeks been working at full pressure to prepare the Fleet for the great test mobilisation at Spithead. A large number of reservists had only just completed their annual training with the Fleet, and so were more efficient than they would have been at any other time of the year.

An extraordinary stroke of fortune

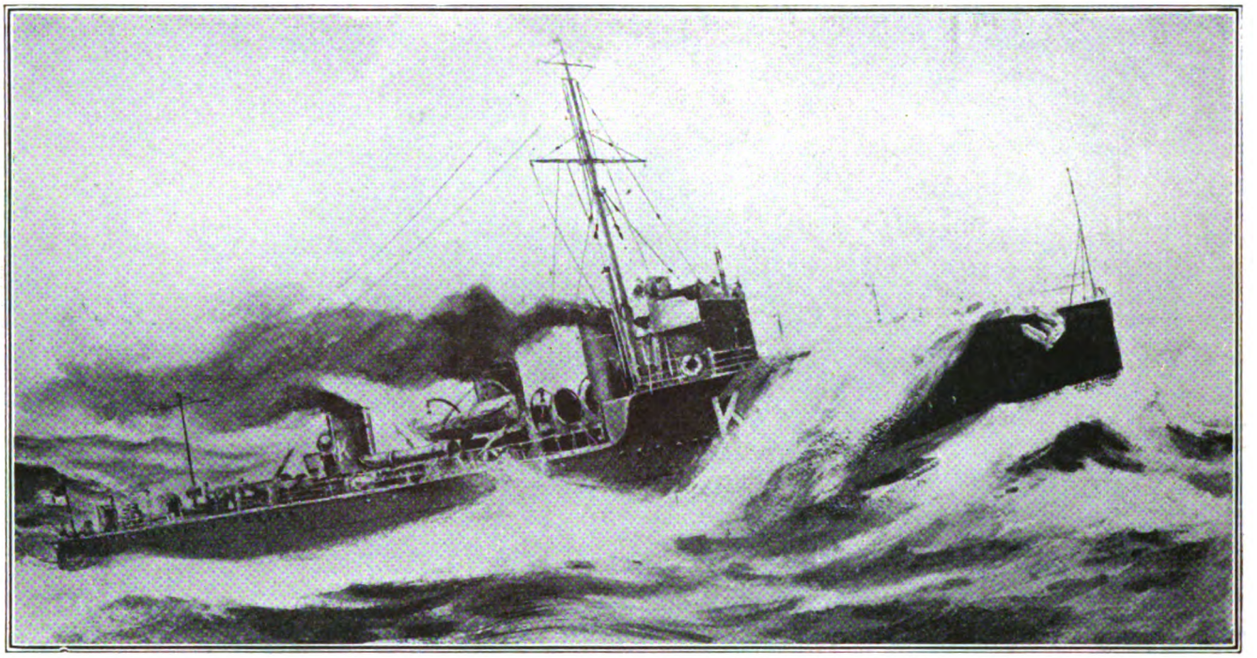
The fighting forces of Great Britain and Germany in the North Sea at this time were commanded by Admiral Sir George Callaghan (replaced in August by Admiral Sir John Jellicoe) and Admiral von Ingenohl respectively. The principal ships in the main squadrons of the two Navies are shown in the table on page 222.

These were the main fighting squadrons of the fleets in the North Sea, according to the lists issued by the two Admiralties before the outbreak of war. The main squadrons were supported by a large number of less



FLEET OF BRITISH DREADNOUGHTS PUTTING OUT TO SEA.
The building of the Dreadnought in 1906 opened a new era in naval construction. The Dreadnought was the biggest battleship ever built up to that time, with a normal displacement of 17,900 tons, and carrying ten 12 in. guns and twenty-four 12-pounders. When war opened, the British Home Fleet included twenty-two ships of the Dreadnought type, and three super-Dreadnoughts.

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ONE OF THE EIGHTY-FIVE DESTROYERS IN THE BRITISH HOME FLEET AT THE OPENING OF WAR.
The destroyers of the K class numbered twenty at the date of the declaration of war, and the photograph shows one of them riding a heavy sea. These destroyers are of 920 tons displacement, 24,500 horse-power, and a designed speed of thirty-two knots. They carry four torpedo tubes.

BRITISH.	GERMAN.
Flagship of Home Fleet.	**Flagship of High Sea Fleet.**
Iron Duke (super-Dreadnought type)—10 guns.	Friedrich der Grosse (Dreadnought type)—10 guns.
First Battle Squadron.	**First Battle Squadron.**
Dreadnought type—10 guns.	**Dreadnought type—12 guns.**
Marlborough. Hercules.	Nassau. Helgoland.
Collingwood. Vanguard.	Westfalen. Thuringen.
St. Vincent. Neptune.	Rheinland. Ostfriesland.
Colossus. Superb.	Posen. Oldenburg.
Second Battle Squadron.	**Second Battle Squadron.**
Super-Dreadnought type—10 guns.	**Pre-Dreadnought type—4 guns.**
Conqueror Monarch.	Deutschland. Schleswig-Holstein.
Dreadnought type—10 guns.	Hannover. Lothringen.
King George V. Audacious.	Pommern. Hessen.
Centurion. Orion.	Schlesien. Preussen
Ajax. Thunderer.	
Third Battle Squadron.	**Third Battle Squadron.**
Pre-Dreadnought type—8 guns.	**Dreadnought type—10 guns.**
King Edward VII. Dominion.	Kaiser.
Africa. Hibernia.	König Albert
Britannia. Hindustan.	Kaiserin.
Commonwealth. Zealandia.	Prinzregent Luitpold.
Fourth Battle Squadron.	**Fourth Battle Squadron.**
Dreadnought type.	
Dreadnought—10 guns.	NONE.
Bellerophon—10 guns.	
Temeraire—10 guns.	
Pre-Dreadnought type.	
Agamemnon—14 guns.	
Battle Cruisers.	**Battle Cruisers.**
Dreadnought type—8 guns.	**Dreadnought type.**
Lion. Queen Mary.	Von der Tann—8 guns.
Princess Royal. New Zealand.	Seydlitz—10 guns.
	Moltke—10 guns.

The number of guns given refers to big guns. In the super-Dreadnought type the guns are of 13·5 in. calibre.

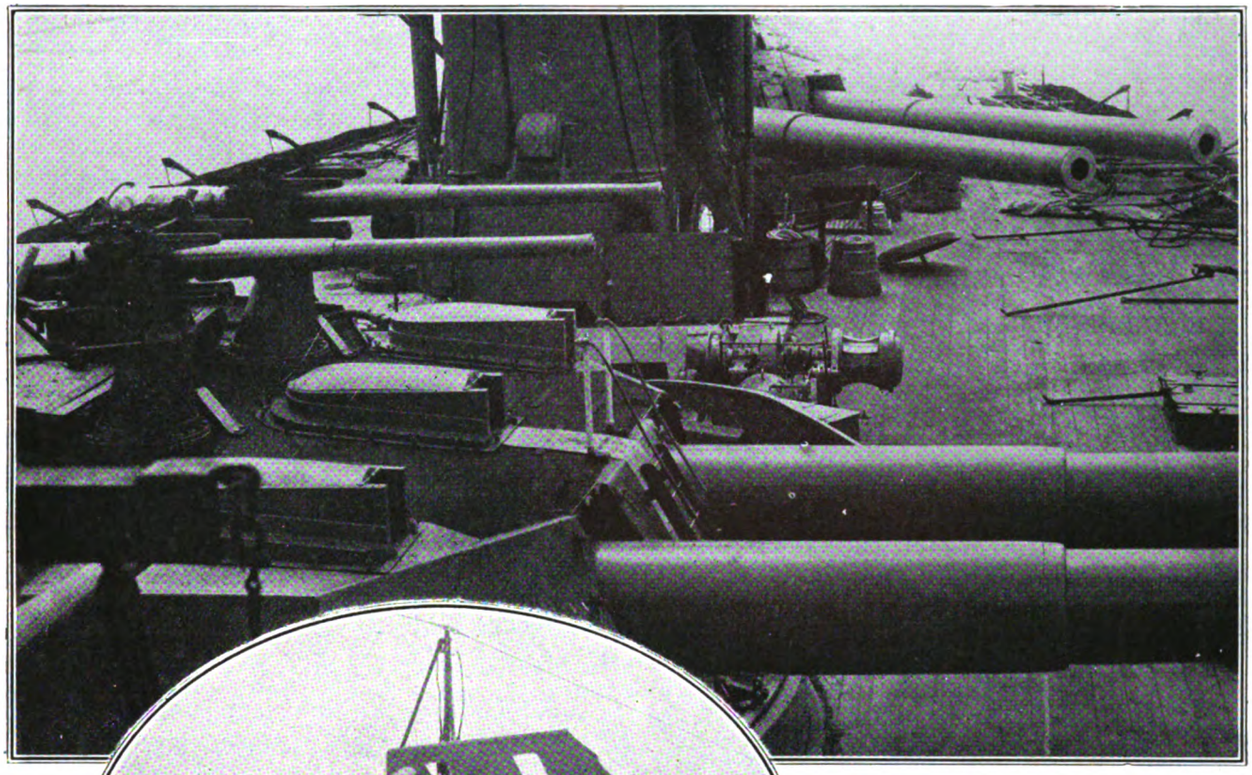
powerful craft and smaller vessels. With the British Grand Fleet, as it was named, were eight armoured cruisers, eight light cruisers, five depot ships and old cruisers, eighty-five destroyers, and six mine-sweepers (vessels specially fitted for the difficult and dangerous business of removing the enemy's mines and clearing a safe passage through mined waters for the fleet).

With the German High Sea Fleet were eight light cruisers and seventy-seven destroyers. In addition to these ships many other vessels were mobilised by each side and attached to each fleet.

The British Navy, moreover, was free to concentrate all its attention upon the task of paralysing or destroying the German naval forces. Italy, the third partner in the Triple Alliance (or combination of Germany, Austria, and Italy), refused to support her former allies in a conflict in which all her sympathies were with Great Britain and France. She had not been consulted before the German Government provoked war. The German Foreign Office appears to have assumed that she could be bullied or coerced into aiding Germany. That calculation proved pitiably at fault.

The loss of the support of the Italian Navy was a grave blow to Germany and Austria. Italy had a powerful fleet in the Mediterranean, which might well have turned

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DREADNOUGHT CLEARED FOR ACTION.

Gunnery in the British Navy improved marvellously in the ten years preceding 1914. Owing to the improvement, the Admiralty found it possible twice to reduce the size of targets and the time allowed for firing. Instead, too, of waiting for a fine day to carry out the gunnery exercises, a certain day was fixed in advance, and unless there was actually a storm or fog the practice had to be carried out on that day. The top photograph shows a Dreadnought cleared for action. Not a soul can be seen; all are below or at their gun positions. The oval photograph illustrates how the sailors lie prone beside the guns when fighting is taking place.



A LIGHT QUICK-FIRING GUN AT WORK.

Battleships, of course, depend upon their heavy guns—their 12 in. or 13·5 in. weapons—but they also carry small-bore armament. This picture shows a 3-pounder quick-firing gun in action, with its crew at their appointed duties.

the scale against Great Britain and France, or have compelled the British Admiralty to detach large reinforcements to the south of Europe.

Four vessels of the Dreadnought class and eight older battleships were ready for sea in the Italian ports, besides a host of smaller vessels. Well manned and commanded, this fleet would have been a most formidable adversary. But Italy in this great hour of peril to freedom was true to her glorious traditions. Unperturbed by German threats, she maintained a strict and honourable neutrality.

The neutrality of Italy left the enemy with only the Austrian Fleet of three Dreadnoughts, three Lord Nelsons, and a number of older ships, which had the support of a small but powerful German squadron, in the

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Mediterranean. The German ships were the fast battle-cruiser Goeben and the light cruiser Breslau, both new and excellent vessels of their kind.

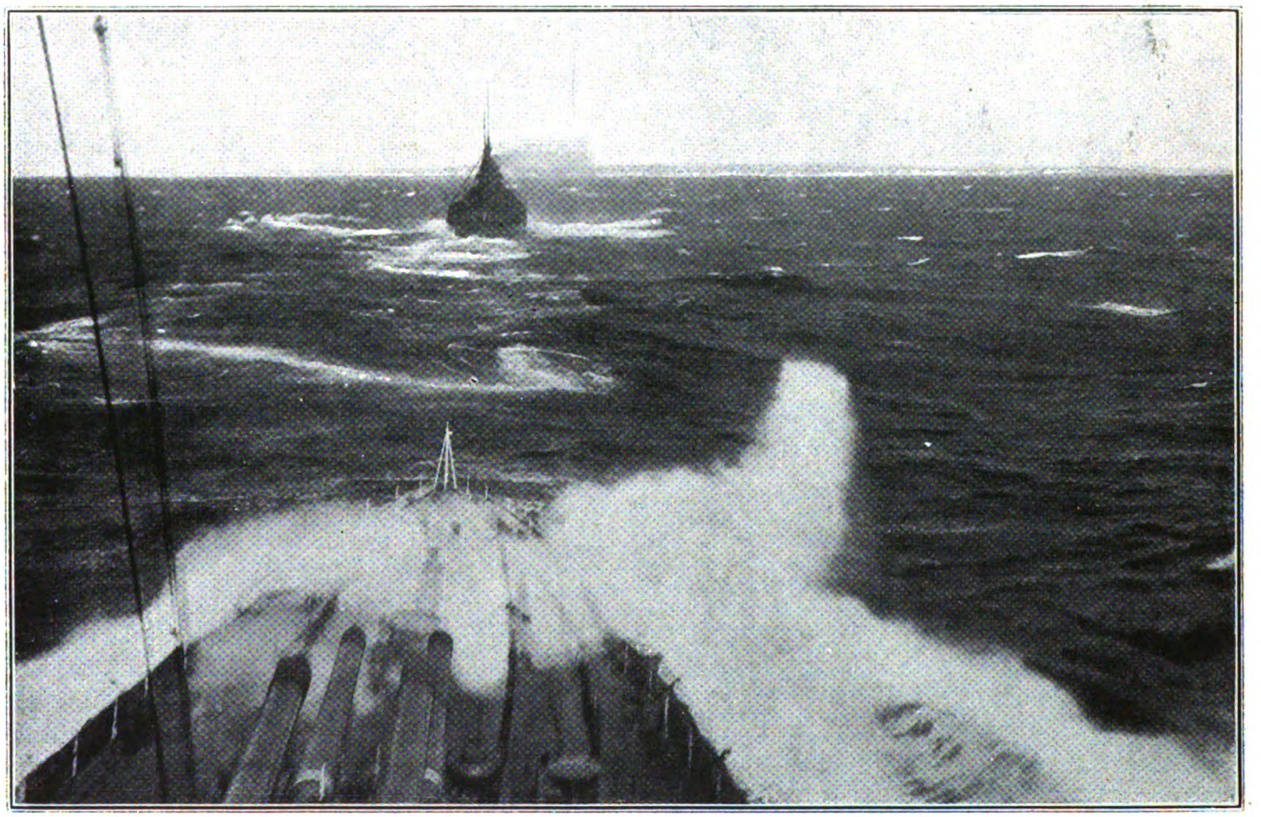
To deal with the Austrians and the Germans, the French navy in the Mediterranean was amply sufficient, especially as it could command the assistance of the British Mediterranean Fleet. This consisted of three battle-cruisers—Inflexible, Indefatigable, and Indomitable—powerful ships, but inferior in speed, size, and armament to the Goeben, four older armoured cruisers, four light cruisers, sixteen destroyers, sixteen torpedo boats, and six submarines.

The position in the Mediterranean

The French and British fleets had at their disposal a magnificent series of naval bases, which were admirably placed. At the entrance to the Mediterranean was the great British fortress of Gibraltar, with docks for Dreadnoughts and a repairing yard. Nor far from the entrance to the Adriatic, in which sea the Austrian Fleet has its headquarters, was the British base of Malta, and the immense French harbour of Bizerta, with a dock capable of containing any one of the allied Dreadnoughts.

A factor which unquestionably affected the German Navy and hampered it in its struggle with the British Fleet was the existence of a Russian squadron in the Baltic. This squadron was not, indeed, powerful. It consisted of four fair battleships of pre-Dreadnought type, with six armoured cruisers, and about one hundred torpedo craft, destroyers, and submarines. It could not venture to risk battle against the German Fleet. But if the German Fleet attempted to match its whole force against the British Navy, and was destroyed, then the Russian Navy would command the Baltic, and could cover the landing of Russian forces at vulnerable points on the German coast, and incalculably assist the work of the main Russian field armies. The existence of the Russian Fleet thus compelled the German admirals to play a cautious game. Moreover, a certain number of German destroyers and submarines were required to watch the Russian Fleet, and prevent raids against the German coast line, thus weakening the German Navy in the North Sea.

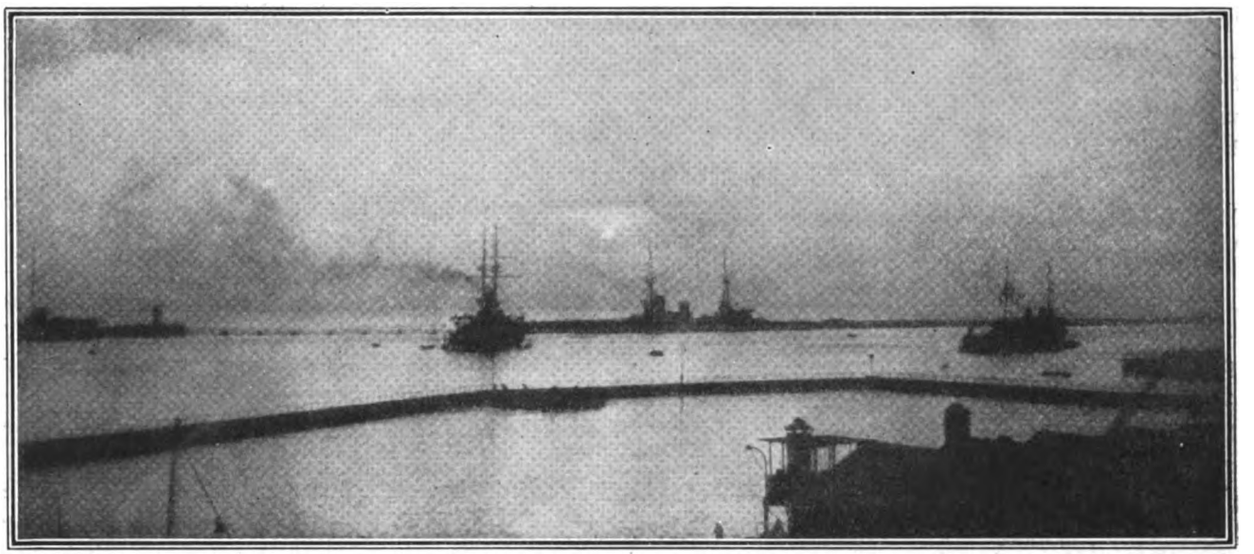
The effect of the Russian Navy on the naval operation was, then, serious, and cannot be dismissed from view. Furthermore Russia had, rapidly approaching completion in August, 1914, four magnificent battleships of the Dreadnought type, which were individually superior to anything ready for sea in the German Fleet.



THE "LION" THAT GROWLED TO GOOD PURPOSE IN HELIGOLAND BIGHT.

The British battle-cruiser Lion earned distinction by its exploit in Heligoland Bight on the evening of August 27th, 1914, when five German ships of war were sent to the bottom. This photograph was taken at sea from the bows of the sister battle-cruiser, the Queen Mary.

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THE GATE OF THE MEDITERRANEAN TO WHICH BRITAIN HOLDS THE KEY.
"Gib," as Gibraltar is familiarly known, stands at the gateway of the Mediterranean, which cannot be entered if Britain forbids. It is a coaling station of prime importance for the Fleets of Great Britain and her Allies. The photograph was taken soon after war began. The boom across the harbour is closed, and the four ships at anchor are—reading from the left—H.M.S. Sutlej, H.M.S. Albion, H.M.S. Indomitable, and the French cruiser Amiral Charner, which were on guard to prevent the Goeben and Breslau from joining the German main fleet, but these fled eastward and sought safety by an inglorious sale to Turkey.

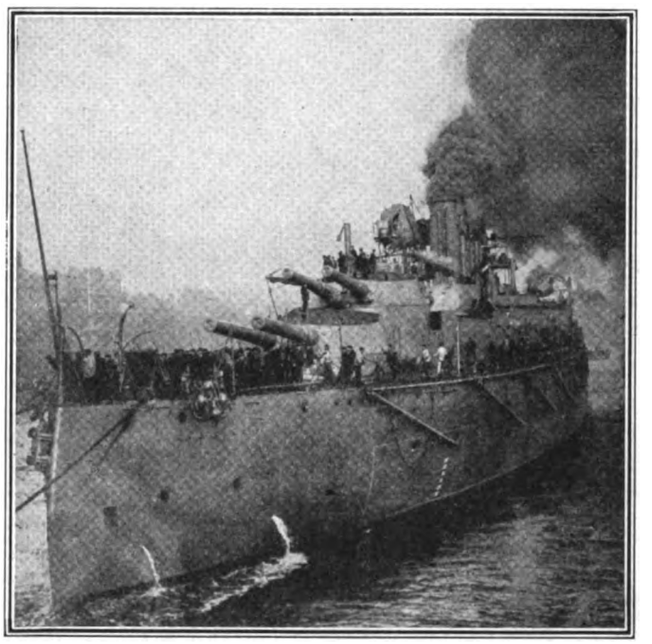
The British Fleet could not enter the Baltic for many reasons—the first that the entrances through the Sound and Great Belt were in Danish hands, and were mined, while the Kiel Canal gave the German Navy a free passage; the second that a fleet operating in the Baltic would be liable to have its colliers, oil ships, and supply ships attacked by German cruisers and torpedo craft operating from the numerous German naval bases; the third that the British Navy was not sufficiently strong to place in both the Baltic and North Sea forces superior to the German High Sea Fleet. Had the strength of the British Navy been divided into two detachments, each weaker than the German Fleet, one or other would have been attacked, when a defeat was always possible.

As Admiral Mahan pointed out, the sound British policy was to hold the North Sea in force, and leave the Baltic until such time as the strength of the British Navy had grown with the completion of new ships.

The secrecy and celerity with which the British Admiralty made its preparations for war were remarkable, and must have come as a great shock to those who had been taught to regard the Navy as effete and its administration as chaotic. Newspapers were asked not to mention the name of any British warship, or the movement of any of our forces, unless the information were conveyed to them officially for publication.

Activity amid silence

Officers and men were reminded by the Admiralty that the efficiency of its preparations depended largely upon their discretion in avoiding all reference in their conversation and letters to matters connected with the Navy or the dockyards. A strict censorship over all correspondence was put in operation, with the result that the Fleet carried into the period of war its traditional quality of silence.



H.M.S. MONARCH, ONE OF OUR SUPER-DREADNOUGHTS.
This great battleship is seen passing down the Tyne. She was completed in April, 1912, one of the four super-Dreadnoughts of the Orion class, which were fitted with ten 13·5 in. guns, sixteen 4 in. guns, four 3-pounders, and three torpedo tubes. She developed a speed of 21·88 knots on her trial voyages.

In the last week of July all the national dockyards and the private shipbuilding establishments began to work with redoubled haste upon ships nearing completion, so that they might be added to the Fleet at sea

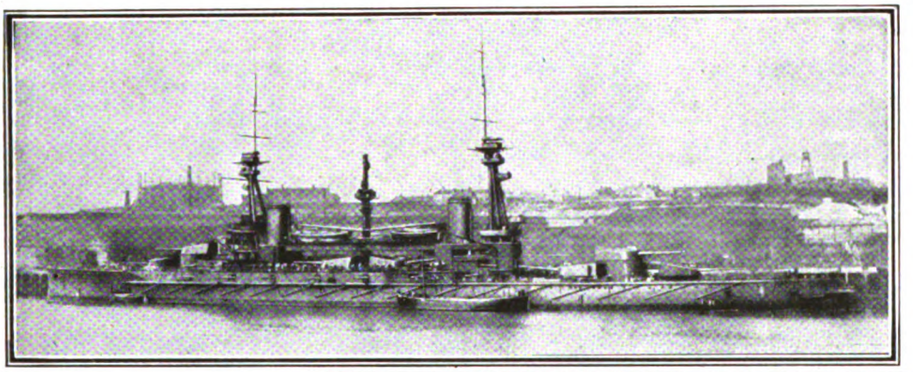
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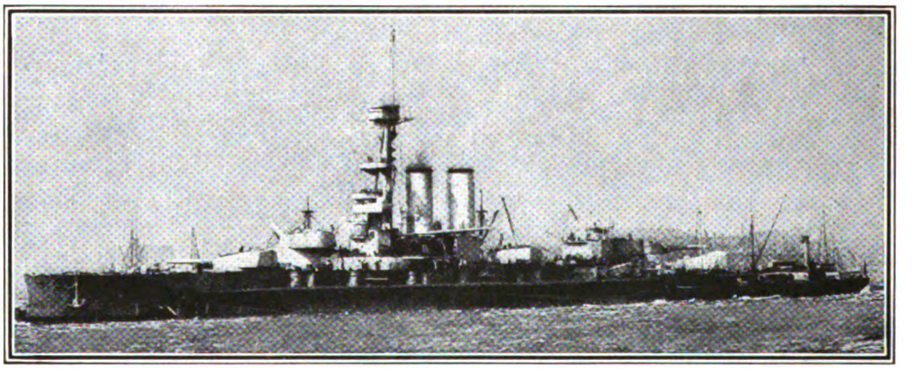
with the least possible delay. Further, on the day following the declaration of war the Admiralty announced that they had taken over four ships which were building in this country for foreign Powers. The Turkish battleships Sultan Osman I. and Reshadieh, the former carrying fourteen, and the latter ten heavy guns, were brought under the British flag, and renamed Agincourt and Erin respectively, while two large and fast destroyers which had been built for Chili were also appropriated, and entered the British Navy as the Faulkner and Broke.

Britain's newest battleships

The Agincourt is a vessel of 27,500 tons, and 23 knots. She had a strange career. In the first instance, she was built for the Brazilian Government. When nearing completion she was sold to obtain money in the financial crisis, which, in 1913, compelled the Brazilian Government remorselessly to cut down its expenditure. Purchased by Turkey, she was rapidly pressed forward that she might be employed against the Greek Fleet in the war with Greece which Enver Pasha and the "Young Turks" meditated. She was a vessel of notable qualities, the largest Dreadnought completed for sea for any European navy. She carried no fewer than fourteen 12 in. guns, placed in pairs in separate turrets, and twenty 6 in. guns. No previous vessel had mounted more than thirteen heavy guns, and the most recent British Dreadnoughts to be completed mount only ten, though these are of larger size (13·5 in.) than those carried in the armoured turrets of the Agincourt.

There have always been two schools of thought in the British Navy. The first desires that we should have numerous guns of moderate power mounted in the battleship, so that the enemy may be attacked by a veritable hail of projectiles. The second would sacrifice number of guns to the power of the individual shell, and aims at destroying the enemy's ship by a few crushing blows from giant shells.





BUILT FOR TURKEY—COMMANDEERED BY BRITAIN.

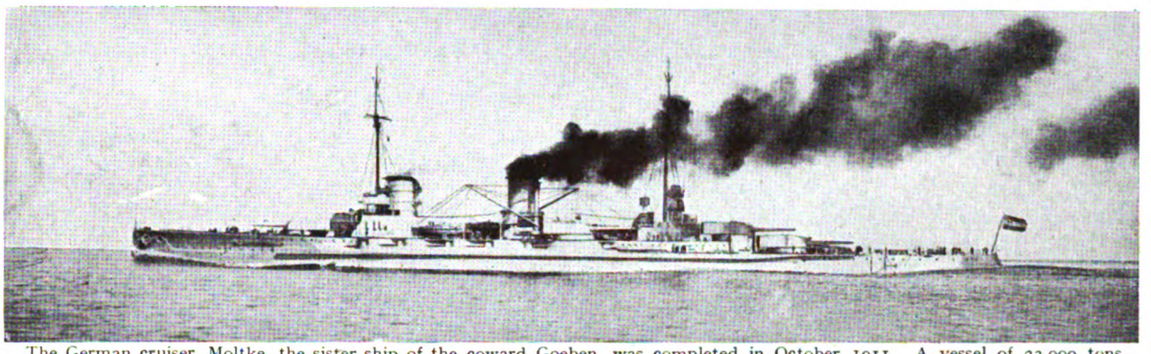
At the outbreak of war, two Dreadnoughts for Turkey were being built, and on the point of completion, in British shipyards. They were to be called the Sultan Osman I. and the Reshadieh. The British Government placed an embargo upon them and, now known as H.M.S. Agincourt and H.M.S. Erin, they are shown here. Turkey was cruelly disappointed, for all through the summer of 1913 collections had been made in Constantinople to pay for the Dreadnoughts; but, by way of consolation, Turkey purchased the German warships Goeben and Breslau after the war broke out.

The Agincourt, with her numerous battery of 12 in. guns, corresponds to the ideas of the first school, as the ships of the new Queen Elizabeth class, still incomplete, each mounting eight 15 in. guns, reflect the opinions of the second. Only the actual test of battle can decide which school is right. It is something that in the Agincourt the British Navy has a vessel which seems to have been designed to illustrate the ideas of those who believe in a multitude of guns. The Erin closely resembles the latest British super-Dreadnoughts, and is well qualified to act with them. She is a ship of 23,000 tons, and 21 knots. Her battery consists of ten enormous 13·5 in. guns, mounted in pairs, in steel-plated towers or turrets. These big guns discharge a shell weighing about 1,400 lb., and containing a bursting charge of lyddite—one of the deadliest high explosives known to man. They can be loaded and fired twice a minute, though in actual practice it is found that about one round a minute is all that is possible if good shooting is to be made, as the gun-layers must wait to see the fall of each shell before firing the next round, and must allow the smoke and heat tremor caused by the discharge of such monster weapons to disperse.

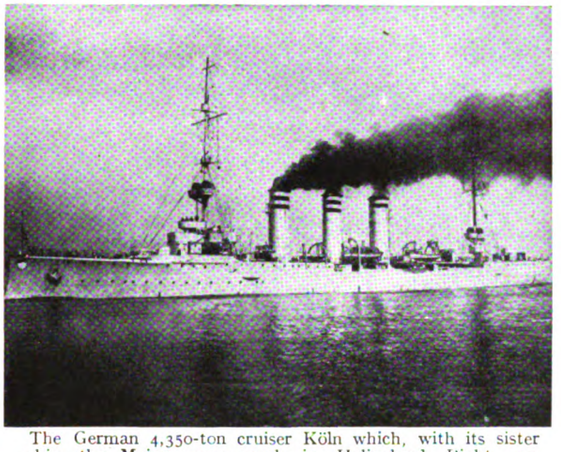
The last word in gun power

One large armoured cruiser, the Salamis, was building in Germany before the war for Greece. She was laid down in July, 1912, and is believed to have been very rapidly pushed forward, especially after the date, early

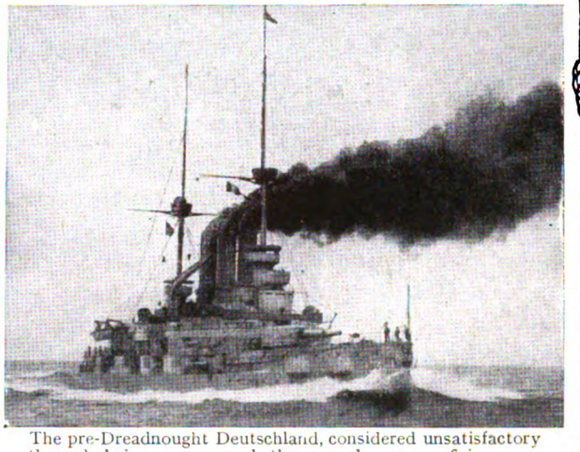
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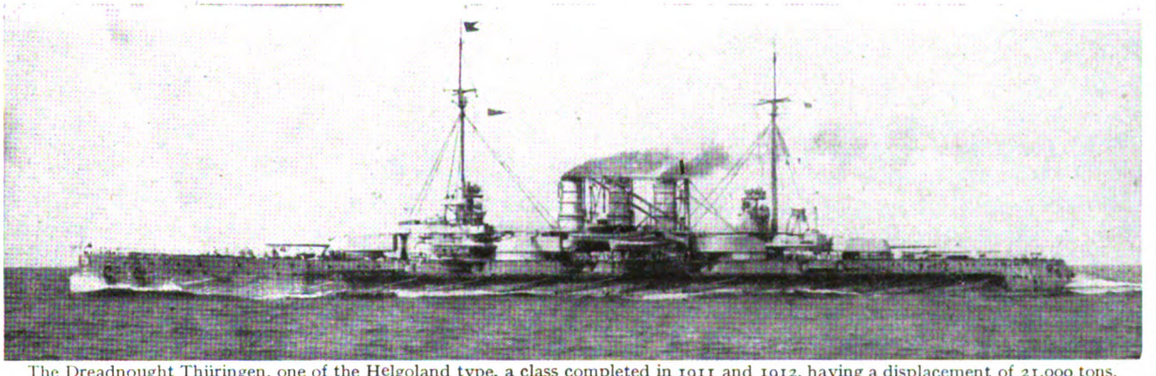
The German cruiser Moltke, the sister ship of the coward Goeben, was completed in October, 1911. A vessel of 23,000 tons displacement, she was fitted to carry ten 11 in. guns, twelve 6 in. guns, twelve 24-pounders, and four 20 in. torpedo tubes. Her speed of 28·4 knots made her the fastest cruiser in the world.



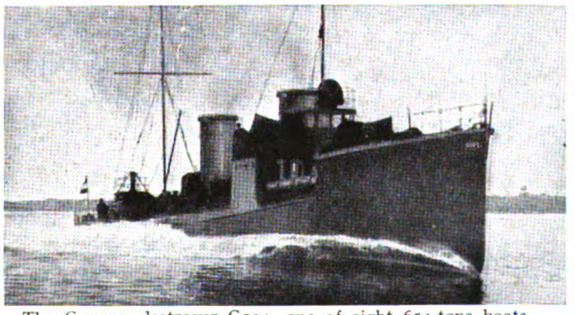
The German 4,350-ton cruiser Köln which, with its sister ship the Mainz, was sunk in Heligoland Bight on August 28th, 1914.



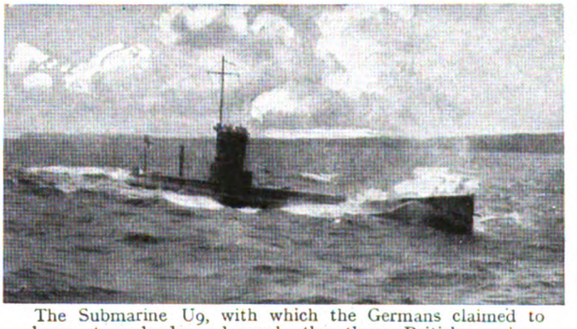
The pre-Dreadnought Deutschland, considered unsatisfactory through being overgunned, the secondary guns firing projectiles too heavy for man-handling.



The Dreadnought Thüringen, one of the Helgoland type, a class completed in 1911 and 1912, having a displacement of 21,000 tons, a speed of about 22 knots, and carrying twelve 12 in., fourteen 6 in. guns, fourteen 24-pounders, and six 20 in. torpedo tubes.



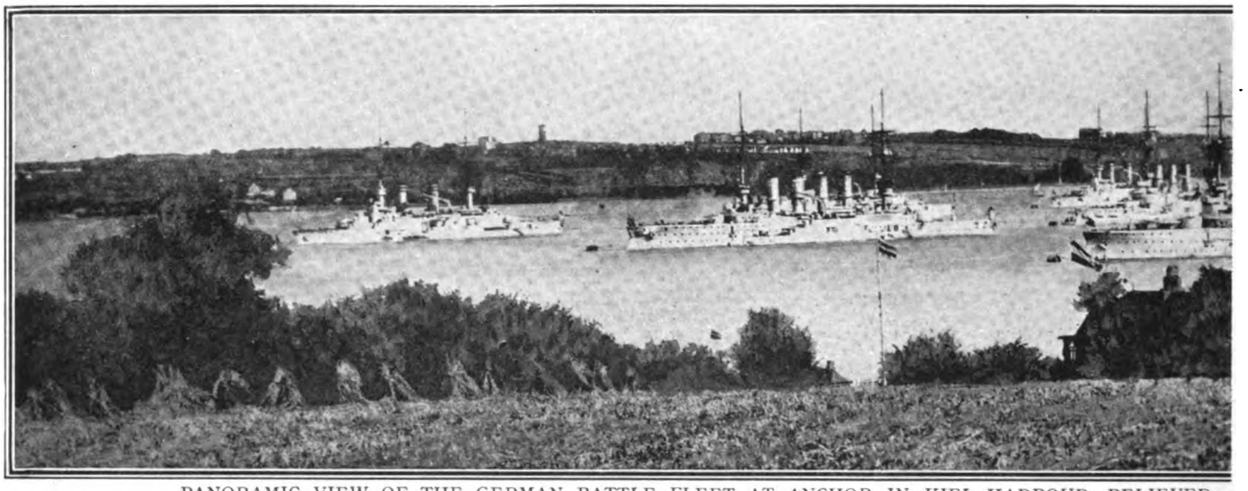
The German destroyer G194, one of eight 654-tons boats, which have a speed of 31½ knots and carry two 24-pounder guns and four 18 in. torpedo tubes.



The Submarine U9, with which the Germans claimed to have torpedoed and sunk the three British cruisers Aboukir, Hogue, and Cressy, on September 22nd, 1914.

SOME TYPES OF GERMANY'S BATTLESHIPS AND SMALL CRAFT.

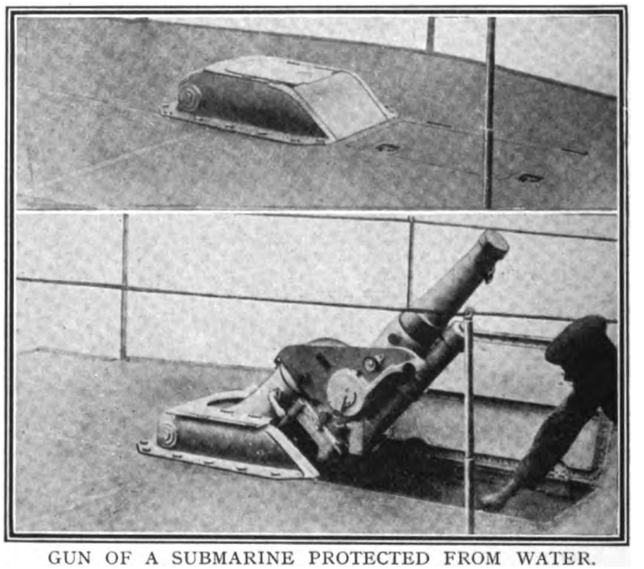
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PANORAMIC VIEW OF THE GERMAN BATTLE FLEET AT ANCHOR IN KIEL HARBOUR, BELIEVED—
Kiel is the chief naval base of the Baltic, and vast sums have been expended to transform it into what the Germans consider the most elaborately equipped naval station in the world. The Krupp and Howaldt companies have extensive shipbuilding yards at Kiel, and there,

in 1914, when the German Government resolved to make war on Russia and France. That she would be taken over by the German Navy was regarded as certain, though there was some doubt when she would be ready for sea. It was considered possible that by great and special exertions she might be complete in the autumn of 1914, and the British Navy was ready for her presence in the German line in the great battle to come. A ship of about 19,000 tons and 23 knots, she was designed to mount eight 14 in. guns and twelve 6 in. weapons.

The ships nearing completion for Germany at the outbreak of war were the battleships Markgraf, Grosser Kurfürst, and König, all of 25,500 tons and mounting ten 12 in. guns, which could be changed for more powerful weapons. In addition to these was the battle-cruiser Derfflinger, of about 28,000 tons, armed with eight 12 in. guns, some smaller weapons, and with a speed of nearly 30 knots. For the British Navy the super-Dreadnoughts Benbow and

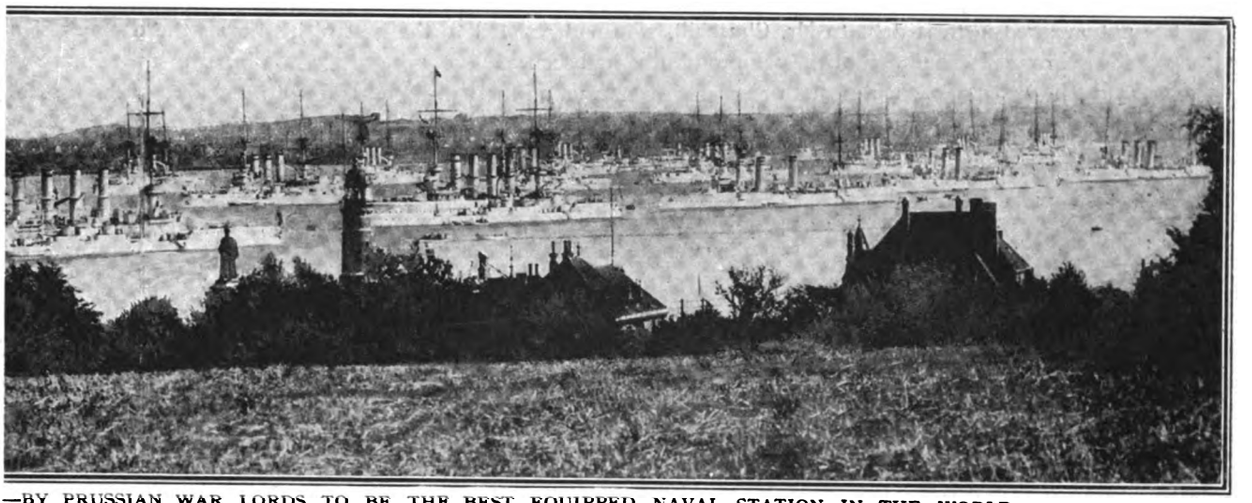


GUN OF A SUBMARINE PROTECTED FROM WATER.
The newest German submarines at the opening of the war were armed with a disappearing gun protected from water. The upper picture shows the gun entirely concealed; in the lower it is being raised.

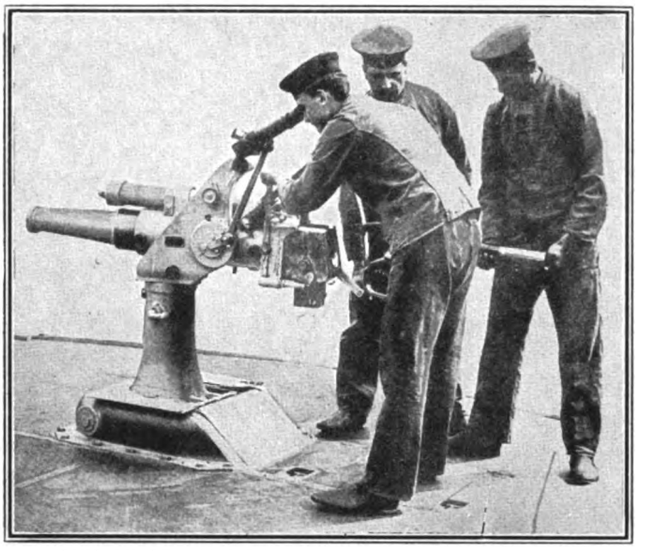


EMDEN——A VALUABLE GERMAN HARBOUR IN TERRITORY FORMERLY DUTCH.
Emden, one of Germany's most valuable harbours, is two miles from the mouth of the Ems, from which it takes its name. A canal connects Emden with Wilhelmshaven. A German cruiser which did considerable damage to British shipping in the Bay of Bengal was named after this town.

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—BY PRUSSIAN WAR LORDS TO BE THE BEST EQUIPPED NAVAL STATION IN THE WORLD.
too, are situated the great Imperial yards. The Kiel Canal, also known as the Kaiser-Wilhelm Canal, was completed for the passage of Dreadnoughts just prior to the present war, and now permits the biggest German vessels to sail through from the North Sea to the Baltic.

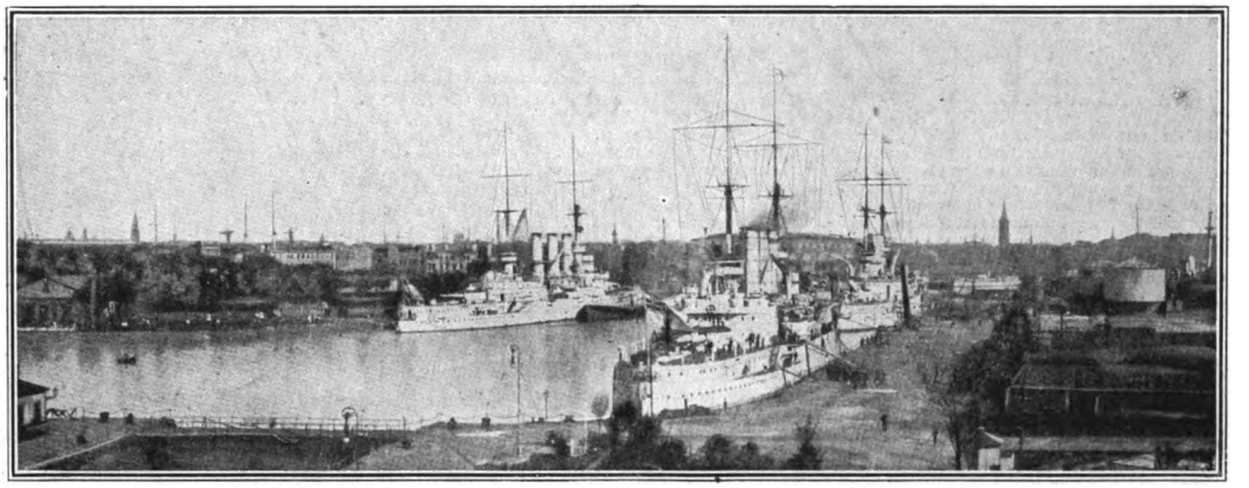


GUN OF GERMAN SUBMARINE READY FOR ACTION.
The trapdoor immediately behind the base of the submarine gun opens upwards, and the gun is slowly raised on a pillar, when it is ready for service.

Emperor of India, mounting ten 13·5 in. guns apiece, with sixteen 6 in. guns in addition, were in hand, and should have been delivered in the spring of 1914.

The huge battle-cruiser Tiger, of 27,500 tons and 30 knots, mounting eight 13·5 in. and twelve 6 in. guns, ought to have been delivered in May, 1914. Unfortunately, all these three ships had been greatly delayed, and not one of them was ready when Admiral Jellicoe steamed off to take up his battle position.

The nation paid dearly at a critical moment for the mischievous activity of the "Little Navy" party —nicknamed the "Suicide Club" in the House of Commons. The efforts of these misguided men had prevented the voting of sufficient credits, and had hampered the efforts of the British Admiralty at every turn. To this same party was due the weakness in small, fast cruisers which prevented the British Fleet from wiping out German commerce-destroyers in the first few weeks of war.



WILHELMSHAVEN—ONE OF GERMANY'S GREATEST NAVAL BASES.
Some of Germany's finest battleships in the war-dock of Wilhelmshaven, under the shelter of the forts. Bought by Prussia in 1853, soft, swampy ground, without any natural advantage save situation, the site of Wilhelmshaven has been turned into a fortress of the first rank.

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The nation owed a great debt to Mr. Churchill, who had resisted to the best of his power the enemies of a strong British Navy. In the teeth of their opposition he had secured a vote of £51,550,000 for 1914-15, the largest on record, and he had done his utmost to accelerate construction in the shipyards and to make good the arrears which had accumulated. But for his exertions it might have gone very badly with British arms at sea.

Again, when war became certain, Mr. Churchill showed magnificent energy and insight. It was, we believe, on his initiative that the purchase of foreign ships was made by a stroke of the pen. There were certainly members of the Cabinet who cavilled at his bold measures, because they imagined that Germany would at the last moment draw back, or that the British Navy was sufficiently strong. But in the end Mr. Churchill had his way and overcame all antagonism.

The two Chilian destroyers bought were vessels built for ocean work of a remarkable type. They displaced 1,800 tons, so that they were virtually small







THE GERMAN "HIGH SEA" FLEET, WHICH PROMPTLY SHUT ITSELF UP IN HARBOUR AT THE OUTBREAK OF WAR.

The strength of the German High Sea Fleet at the declaration of war is indicated in the table on page 222. The creator of the German Navy was the Kaiser himself, ably assisted by the enthusiastic Von Tirpitz, his Secretary of State for the German Imperial Navy, and Von Kœster, the president of the German Navy League. The great challenge to British naval predominance was the German Navy Law of 1900, which virtually doubled Germany's naval establishment, and provided for an automatic naval expansion. The upper portrait is of Admiral von Kœster, and the lower is that of Admiral von Tirpitz.

cruisers; they steamed 32 knots, and they mounted a powerful battery of six 30-pounder guns and two machine-guns.

As against these two destroyers taken over by Great Britain, the German Admiralty was said to have seized a number of destroyers and submarines building in Germany for various foreign Powers, and two fast, small cruisers of 4,500 tons which the Russian Government had ordered from a Dantzic firm of shipbuilders.

On August 2nd it became known in London that Germany had on the previous day begun the mobilisation of her Army—actually that mobilisation had been quietly proceeding throughout the last week in July. Mr. Winston Churchill acted with admirable energy and decision. The order to mobilise the Fleet Reserve was issued forthwith, and forty-eight hours later every British ship of any fighting value was at sea.

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MINES EXPLODED

CHAPTER XIV.

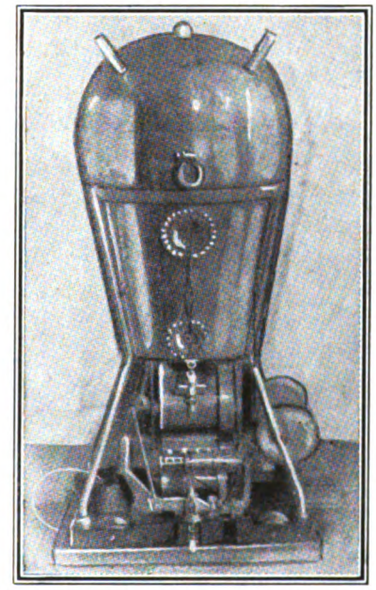
BY COUNTER-MINING.

HOW GERMANY SOWED THE HIGH SEAS WITH MINES.

Calculating Brutality on Sea as Well as on Land—History of the Submarine Mine—British Objections to Mines—"Observation" Mines—"Electric Contact" Mines—Justification of Mines in Territorial Waters—Use of Mines in Russo-Japanese War—Danger of Drifting Mines—British Opposition to "Automatic" Mines—The Hague Conference Restrictions regarding Mine-laying—Mine Sweeping—Use of Trawlers by British Navy—The Merited Fate of a German Mine-layer—The Tragedy of the Amphion—Splendid Discipline of British Seamen.

THE irresistible avalanche of men which Germany poured into Belgium in the early days of the war incurred, by inhumanities in the field, the aversion of the whole civilised world. Advancing through a country whose neutrality Germany had pledged herself to respect, they carried on a campaign of pillage and wanton sacrifice, both of life and property, which will be remembered and recorded against them as long as history lasts.

But the calculating brutality of the German campaign on land was surpassed by the cruelty of Germany's methods of conducting war at sea. For many years Germany had cherished the idea of opening war on Britain by launching a surprise destroyer attack upon the British battle squadrons. Happily, this design was frustrated. The clumsiness of German diplomatic methods and the evident belief of German statesmen that Great Britain was so effete as to be ready to betray her friends for the sake of keeping peace, gave the British Government ample warning of the approach of a crisis; and when the climax arrived and the Government, in honour bound, and with the unanimous approval of the country, held to the maxim that "an Englishman's word is his bond," the British Fleet was found in all respects ready for the emergency. Germany had staked heavily upon being able to take her adversary by surprise. For all practical purposes her failure to do so set the seal securely and definitely upon any hopes she may have entertained of wresting the command of the sea from British hands. But this initial miscarriage of her plans, though it was fatal to her maritime ambitions, caused Germany to resort to an even more detestable form of naval warfare—if, indeed, that term can properly be used. Having failed in her object of taking the British Fleet off its guard and engineering a torpedo attack upon our big ships, while peace yet remained nominally unbroken—and, what is more, having realised for several days before war was declared that her cherished schemes in this direction were inevitably doomed to failure by the readiness of the British Navy—she threw herself back upon the barbaric policy of scattering explosive mines broadcast upon the open waters of the North Sea. Such an act of itself would be sufficient to put Germany beyond the pale of civilisation; and the discredit of the act was enhanced by the fact that this mine-scattering business began while a state of peace still existed between the two countries.



A GERMAN CONTACT MINE.

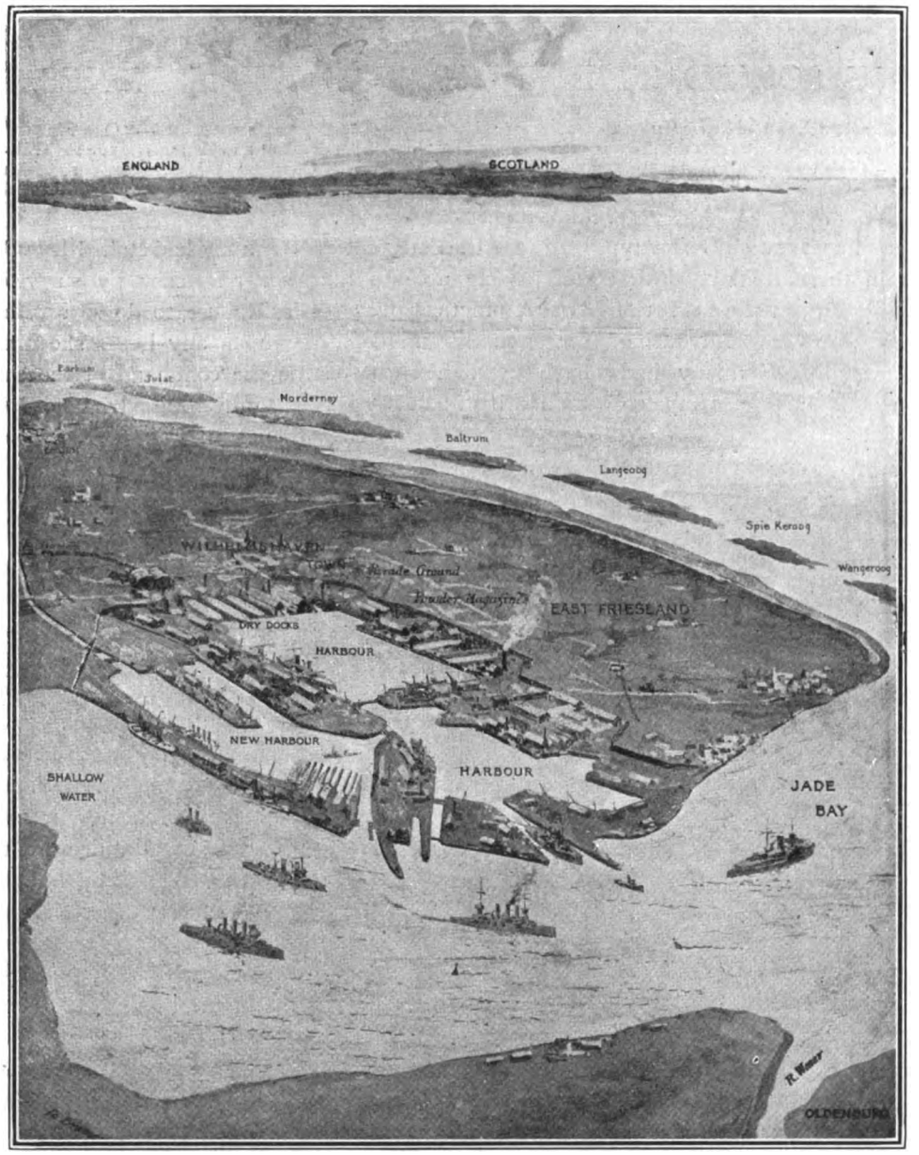
Contact mines are anchored with cables of sufficient length to let them float under the surface at any desired depth, while a longer cable connects two mines. When a ship strikes the connecting cable, the two mines are thus brought into contact with the hull on both sides. The projections at the top are the contact horns, or "whiskers," and when these are driven in by striking the ship's bottom the detonating charge goes off and the explosion follows.

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The submarine mine, in one form or another, goes back a long way in naval history. When the Spanish were besieging Antwerp in 1585, the defenders constructed a number of "explosion vessels" filled with powder, which they allowed to drift down the river among the enemy's ships, and fitted with a clockwork mechanism, which ensured the explosion of the charge after a certain interval. The efficacy of these weapons naturally depended upon the skill shown in timing the clockwork in relation to the rate of drift; but the Spaniards lost severely through their agency. Towards the end of the eighteenth century, a good deal of scientific attention began to be given to the mine—to give it its modern name—and the famous American inventor Bushnell manufactured a number of drifting "explosive machines," which inflicted a certain amount of damage upon our ships during the War of American Independence.

Earliest uses of sea mines

In more recent times the mine has naturally become a more dangerous implement of war. It was used—but with little success—by the Russians in the Crimean War, to protect their coasts and harbours from the approach of British and French ships; but several vessels were sunk by mines in the American Civil War. Germany used them extensively for the defence of her harbours in the Franco-Prussian War, and they certainly served their purpose then: for, although the French Navy was infinitely superior to the German, it dared not carry out any offensive operations on the German coast.



PHYSICAL SKETCH MAP OF WILHELMSHAVEN AND DISTRICT.

Wilhelmshaven is about 50 miles south of Heligoland, and within its shelter Germany's "High Sea" Fleet rested in inglorious security during the earlier months of the war. The East Frisian Islands form a screen behind which German ships were able to glide about and dart out from any of the many channels into the North Sea to sow their dastard mines in the path of neutral shipping.

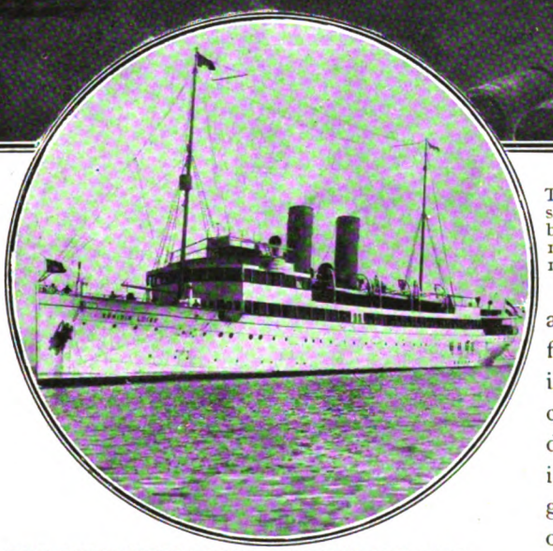
Great Britain has never looked with favour upon the mine. It is repugnant to British instincts, inasmuch as it strikes below the belt, and gives the vessel attacked no opportunity of fighting for its own safety. The use of the mine for harbour defence has always been regarded as legitimate, however, and until 1904 all the more important British naval and mercantile ports were defended by a field of "observation mines." These weapons fall into two classes, of which the first can only be fired by an observer on shore. The mines are anchored to the bottom in the approaches to the harbour, and contact with passing ships will not explode them. The observer has a chart of the mine-field, and is able to follow the exact course of any vessel entering the harbour; and if she is a ship whose presence is undesirable, he has only to press a button completing the electrical circuit to a particular mine, and the vessel which at that moment is passing over it is destroyed.

The other type of harbour-defence mine is known

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WORKING A GUN ON A GERMAN BATTLESHIP.
These German gunners are working a 6 in. gun, which is the standard secondary gun of the German fleet. The biggest naval guns are 15 in., but at the opening of war none of the ships of either side designed for 15 in. guns were completed. The heaviest guns ready for sea were the 13·5 in. of the British ships of the Iron Duke class, the biggest German guns being the 12 in. of the Kaiser class of battleship.



THE FIRST MINE-LAYER SUNK IN THE WAR.
At noon on August 5th the British Third Torpedo Flotilla sank the German vessel Königin Luise, a passenger steamer of 2,163 tons gross and 20 knots speed, which, fitted as a mine-layer, had been dropping its deadly cargo in the North Sea.

as the "electric-contact" type. Such weapons are not fired independently by an observer ashore, but they are quite innocuous until the shore battery, with which they are connected by cable, is switched on. When that has been done, a ship, on striking the mine, causes the circuit-closer in its interior to complete the electric circuit and so explode the gun-cotton. As a general rule mines of this description carry only about eighty pounds of explosive; but those of the observation type may contain any weight from five hundred to one thousand five hundred pounds. In both cases the mine is anchored to the bottom by means of a block of iron or concrete, and the mine floats on the end of a cable about nine feet or so beneath the surface of the water.

It has always been assumed that a nation is justified in laying mine-fields in its own territorial waters—that is, in the entrance to its harbours and within three miles of its coast-line—since the object in view in such cases is simply that of self-defence. The war between Russia and Japan in 1904–5, however, brought into prominence quite a different type of mine and a new form of naval warfare. The Russians then used mines which, after a very short time, ceased to be under any sort of control at all. They belonged to what is known as the "mechanical contact" or "electro-mechanical contact" type, which, having once been placed in position, would remain in a "live" condition almost indefinitely, ready to explode at any moment when a ship should come into contact with them. They were sown by the Russians in open waters through which it was assumed the Japanese would have to approach in any naval assault upon Port Arthur. The Japanese laid similar mines—though never in the open

Mines in territorial waters

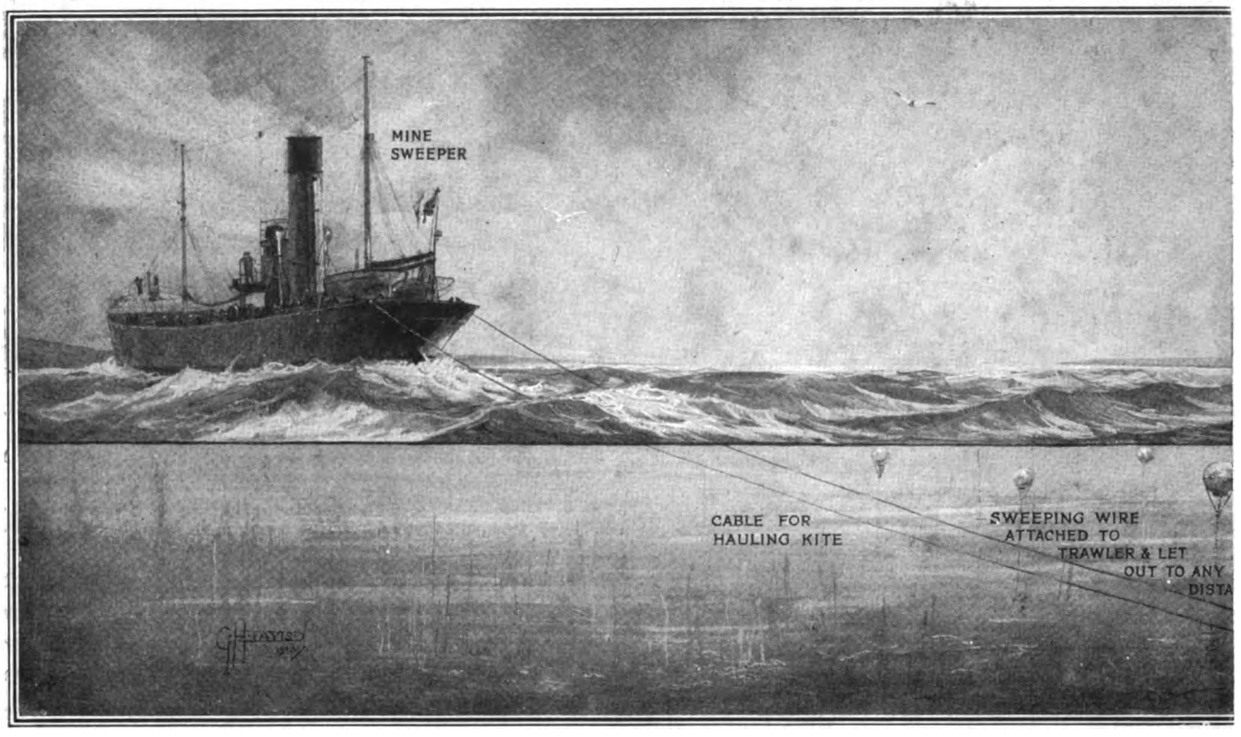
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sea—in the channels through which the Russian fleet would have to pass in any attempt to break the Japanese blockade.

The first step in this direction was taken by the Russians, who, after the successful raid by Japanese torpedo craft upon the ships in Port Arthur on the night of February 7th, 1904, sent out the specially-designed mine-layer Yenesei to scatter mines round the approaches to the harbour, with the object of preventing any further Japanese attack. Three hundred mines, each containing five hundred and fifty pounds of explosive, were successfully placed in position. But just when the three hundred and first mine had been dropped over the side, one of those previously laid broke away from its anchor and rose to the surface. The Yenesei moved ahead in order to avoid this weapon, and in doing so struck another. There was an immediate and terrific explosion, and the vessel, her bows torn away, went to the bottom in a very few minutes, carrying the greater part of her crew with her.

A lesson from the Russo-Japanese War

Some two months later the Japanese sent in a flotilla of mine-layers, screened by torpedo-craft, to lay mine-fields in Russian territorial waters, in the neighbourhood of Port Arthur; and when the work had been successfully accomplished the mine-layers steamed away while the other craft remained behind to tempt the Russian fleet out of its harbour. The ruse was completely successful. A Russian fleet of three battleships and four cruisers



TWO BRITISH MINE-SWEEPERS AT THE DANGEROUS WORK OF CLEARING THE SEA OF THE GERMAN—Nothing is more dangerous than the work of mine-sweeping, the men engaged incurring tremendous risk of disaster to their ships and of swift death to themselves. The British Navy employs trawlers and their crews for this hazardous work. The vessels are mostly ships of 150 tons, and they work in pairs, with a strong steel hawser stretched between them, this being weighted with two heavy "kites," or sinkers, as

came out as soon as steam could be raised and went in pursuit of the Japanese decoy squadron, which was driven off without mishap. The commander of the Russian fleet, Admiral Makaroff, who flew his flag in the battleship Petropavlovsk, was properly regarded as the most able officer in the whole of the Russian Navy, and, seeing that the Japanese vessels were, to all appearances, simply trying to lure him into the neighbourhood of a superior force, he turned his fleet about after chasing them to a safe distance and made to return to his port.

Soon after his retreat had begun, and when the Russian squadron was close to Port Arthur, it was thrown into a state of confusion by a huge column of water which rose into the air on the starboard (or right hand) side of the flagship. There ensued a terrific explosion; and before this had died away another column rose on the other side of the doomed flagship. The Petropavlovsk had run in between two mines which were connected by a cable, and so had brought first one and then the other into contact with her sides. It is believed that the force of the explosion of the mines detonated the magazines, for a series of minor explosions followed the bursting of the mines,

Russian victims of Japanese mines

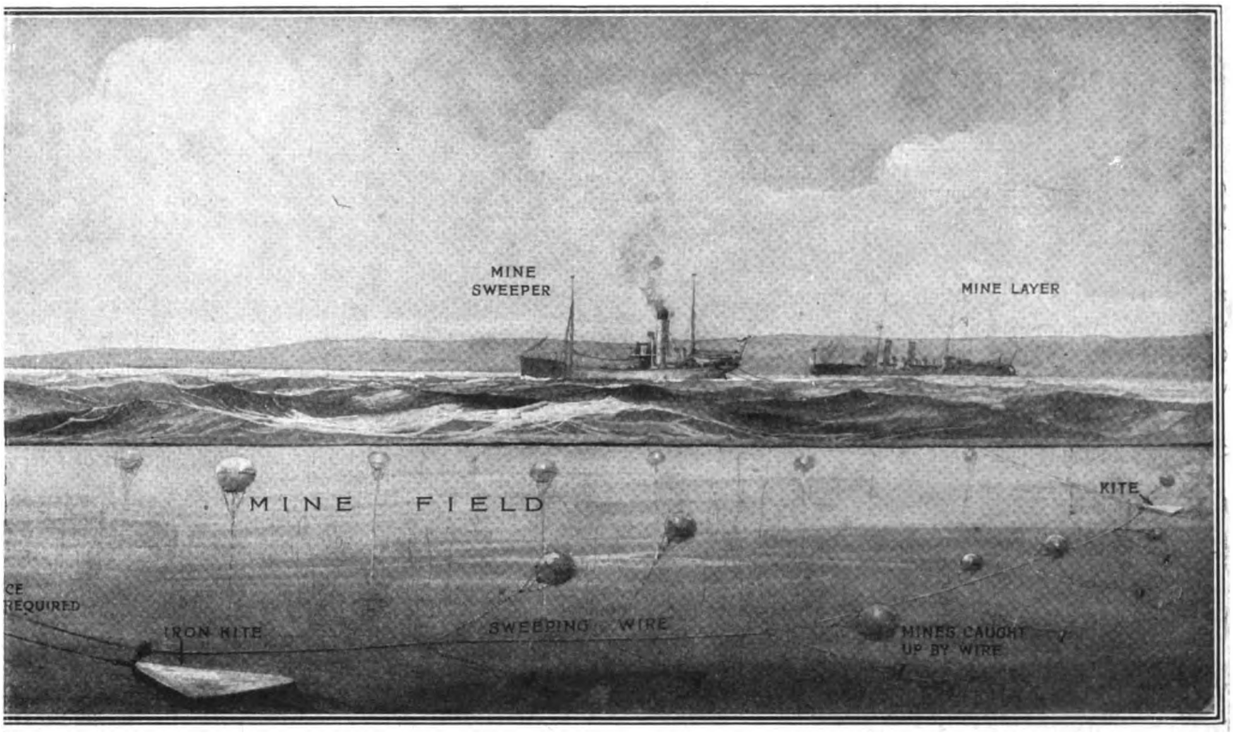
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and within two minutes a battleship of 11,000 tons went to the bottom, carrying with her the most distinguished officer in the whole of the Russian Navy and close upon seven hundred other officers and men; only about forty were saved.

Many other ships were sunk during the war through coming into contact with submarine mines. On May 15th, 1904, the Japanese battleship Hatsuse, while cruising ten miles off the coast, struck two of these weapons and went quickly to the bottom with enormous loss of life, and on the very same day the battleship Yashima, also Japanese, struck a mine and was so badly damaged that she had to be run ashore to prevent her from sinking. Other battleships were damaged by mines during the course of the war, and several smaller vessels were sunk; but the incidents mentioned will serve to explain the importance with which the mine came to be regarded as a result of the war in the Far East. It was realised that a Power of quite minor importance from a naval point of view might, with the assistance of the mine, be able not only to defy the forces of a superior naval Power, but also, to threaten the battleships of the stronger nation with destruction without risking a single important unit.

Value of mines to small Powers

This view was confirmed and modified by the aftermath of the orgy of mine-laying which marked the Russo-Japanese War. There is no evidence to show that Japan scattered drifting mines indiscriminately in the open



—MINES, COLLISION WITH WHICH WILL SEND THE LARGEST BATTLESHIP TO SWIFT DESTRUCTION.
Seen in the picture. As the hawser is dragged along it comes into contact with the ropes holding the mines to their anchors and pulls these along so that the mines explode by contact with each other, or they are harmlessly exploded by fire from light guns if they come to the surface. The principal mine-sweepers of the British Navy are the Seaflower, the Seamew, the Spider, the Sparrow, and the Driver.

sea, though the Russian Navy is believed to have so acted. The mines which were laid were, however, for the most part sown and anchored in those waters which were regarded as most likely to be visited by the enemy's ships; but there was one factor for which no allowance was made. As already pointed out, the mines were anchored to the bottom by means of a cable attached to a heavy weight, and no doubt both sides expected that after the war was over they would be able to send mine-sweeping flotillas to the mined areas and remove such of the weapons as might remain. Yet events proved only too conclusively that a mine once anchored was not necessarily permanently anchored.

Dangers of drifted mines

Winds and storms, currents, and the ebb and flow of tides worked together to chafe and wear away the cables joining the mines to their anchors, with the result that large numbers of these "floating volcanoes" began to drift about into all sorts of places where, even if the war had continued, the chances would have been all against their coming into contact with a hostile ship. Nevertheless, their power for destruction was in no way diminished. Many innocent neutral merchant vessels were sent to the bottom or seriously damaged through striking drifting

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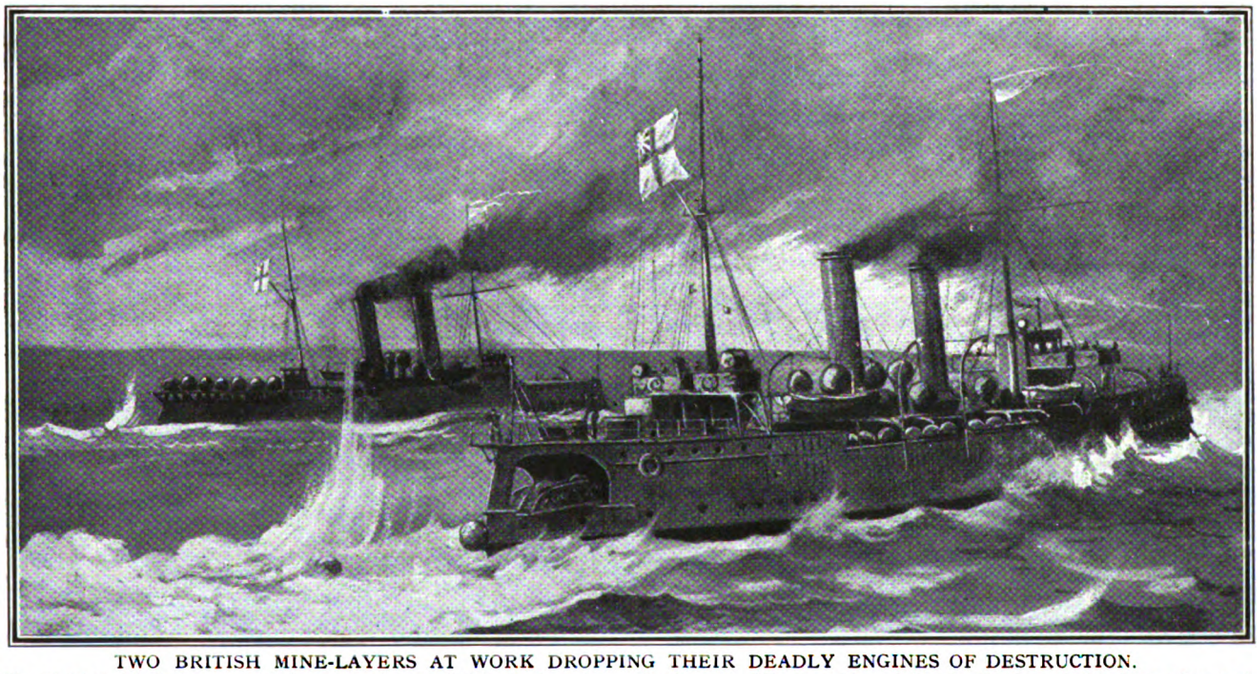


ONE OF GERMANY'S 240-TON SUBMARINES BUILT IN 1906.

Germany held secret her submarine strength and the details of her newest additions to her submarine fleet, so that when war opened information on the subject was lacking. The six submarines, U2 to U7, all about 240 tons displacement, were believed to be over-engined and to suffer from excessive vibration. The size of submarines steadily increased after these were built, and at the time war was declared Great Britain had eight submarines of 1,200 tons displacement.

mines in districts far remote from any possible scene of war ; and for several years after peace was concluded trading ships on the Chinese coast continued to meet disaster through this agency. It was officially estimated by the Chinese Government that at least eight hundred Chinese lost their lives after the war through their ships coming into contact with mines which had been laid during the war and which had broken away from their moorings and drifted south.

The general result of the experience of the Russo-Japanese War was to instil into most civilised nations a determined opposition to the use of submarine mines of the contact type in any shape or form. The right of every



TWO BRITISH MINE-LAYERS AT WORK DROPPING THEIR DEADLY ENGINES OF DESTRUCTION.

The British Admiralty converted seven old second-class cruisers into mine-layers. All were ships of the Apollo class, dating from 1891, and being of 3,400 to 3,600 tons. The mines are carried on each side of the upper deck, and when being sown they are run along to platforms cut into the stern and dropped overboard to make dangerous the path of attacking enemy ships. To the credit of Great Britain, it must be recorded that she did her best to abolish the evil of mine-laying, and was only forced to contemplate this system of warfare when Germany had already adopted and developed it to the menace of the British Navy.

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CANADA'S SPLENDID RALLY TO THE FLAG



GROUP OF CANADIAN OFFICERS, WITH COLONEL SAM HUGHES SEATED IN THE CENTRE.



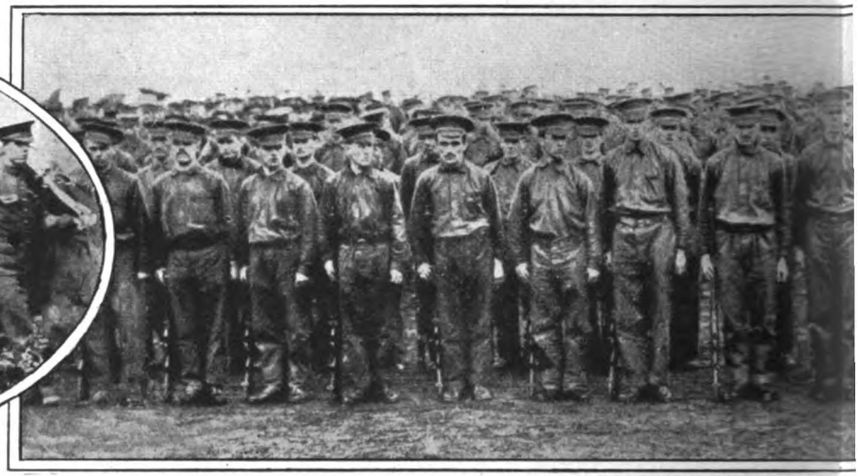
THE 48TH HIGHLANDERS (CANADIAN) LEAVING TORONTO BEFORE EMBARKING FOR EUROPE.

"Our self-governing Dominions demonstrated, with a spontaneousness and unanimity unparalleled in history, their determination to affirm their brotherhood with us, and to make our cause their own. From Canada, Australia, New Zealand, South Africa, and from Newfoundland the children of the Empire assert, not as an obligation, but as a privilege, their right and their willingness to contribute money, material, and, what is better than all, the strength and sinews, the fortunes, and lives of their best manhood."—Mr. Asquith at Guildhall, Sept. 4th, 1914.

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CANADIAN ROYAL GRENADIERS
at Valcartier Camp, Quebec, marching off to rifle practice.



CANADIAN INFANTRY DRAWN UP FOR INSPECTION BY
Valcartier Camp was the gathering ground of the Canadian Expeditionary



CANADIAN HIGHLANDERS DETRAINING
at Valcartier Camp, where the units of the Canadian contingent assembled before sailing.



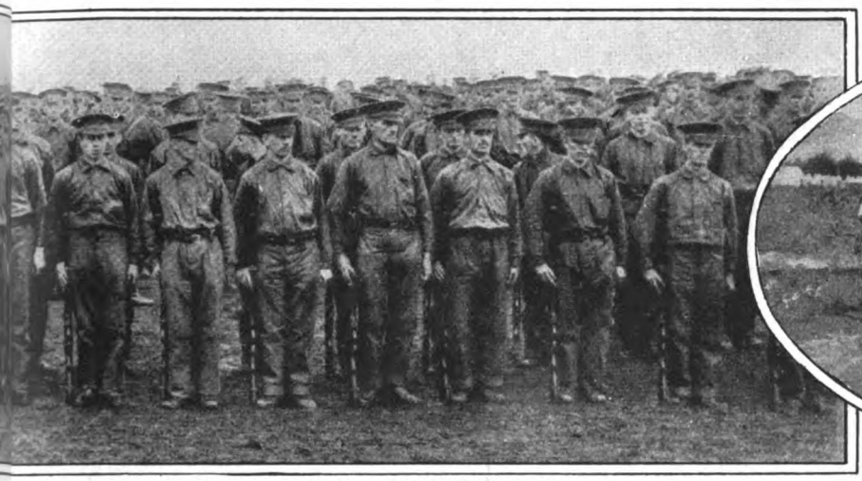
CANADIAN LEGION O
The hardy life of these men made them fighting material with no supe



CANADIAN ARTILLERY HAULING A 4·7 IN. GUN INTO POSITION.
Canada started with the intention of providing a contingent of 22,000 men for war service, but the response to the call for volunteers—

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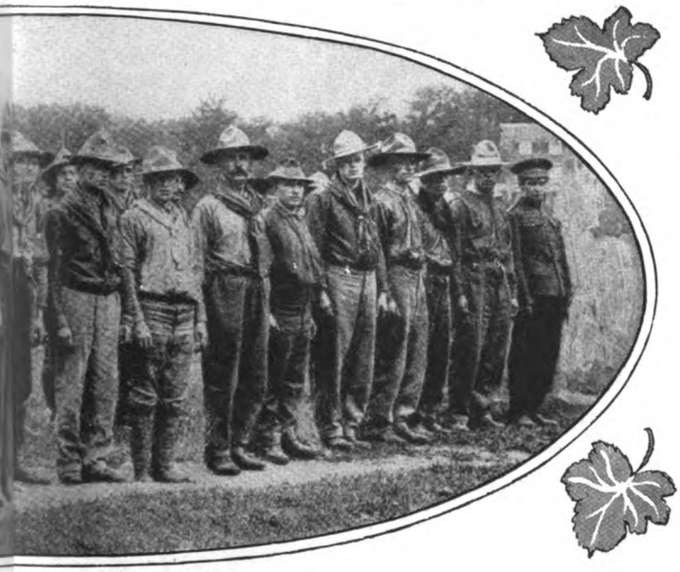
BEEN"—HOW CANADA HELPED TO HOLD IT.



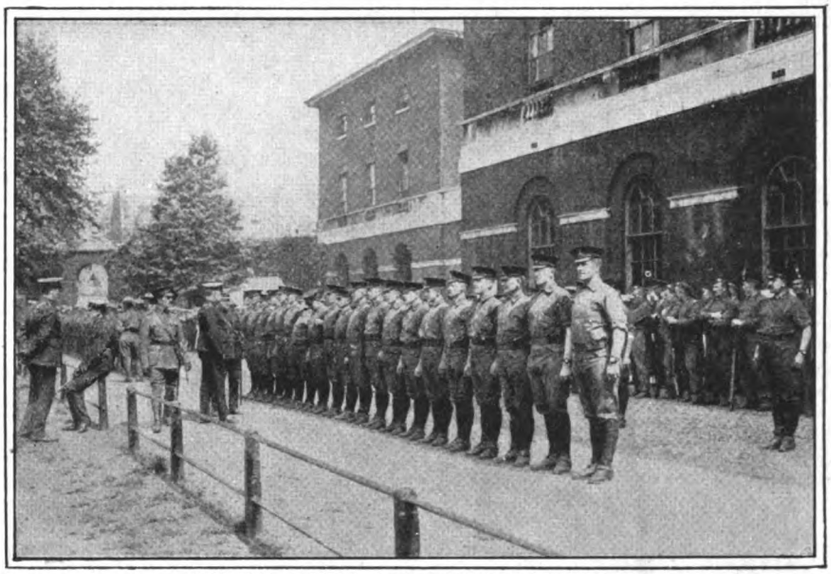
Y THE DUKE OF CONNAUGHT AT VALCARTIER CAMP.
nary Force, and held 20,000 men before they sailed for the field of war.



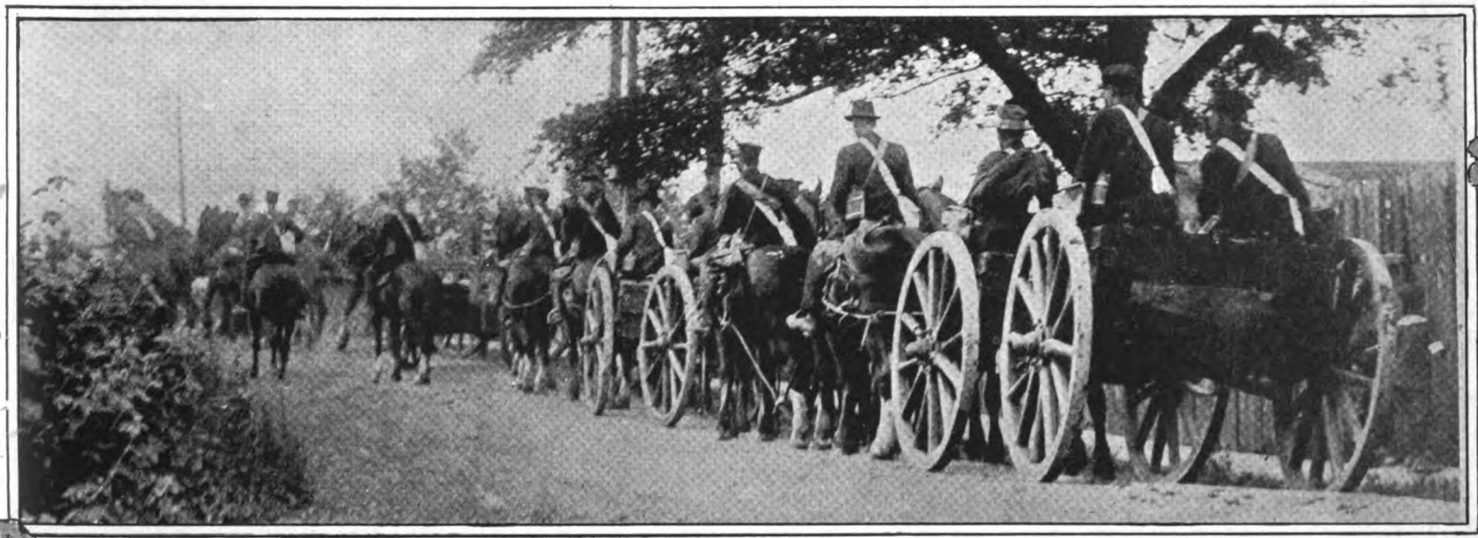
CANADIAN CAVALRY DETACHMENT
exercising at Montreal prior to their departure.



OF FRONTIERSMEN.
erior in the world, every man of them worth three German conscripts.

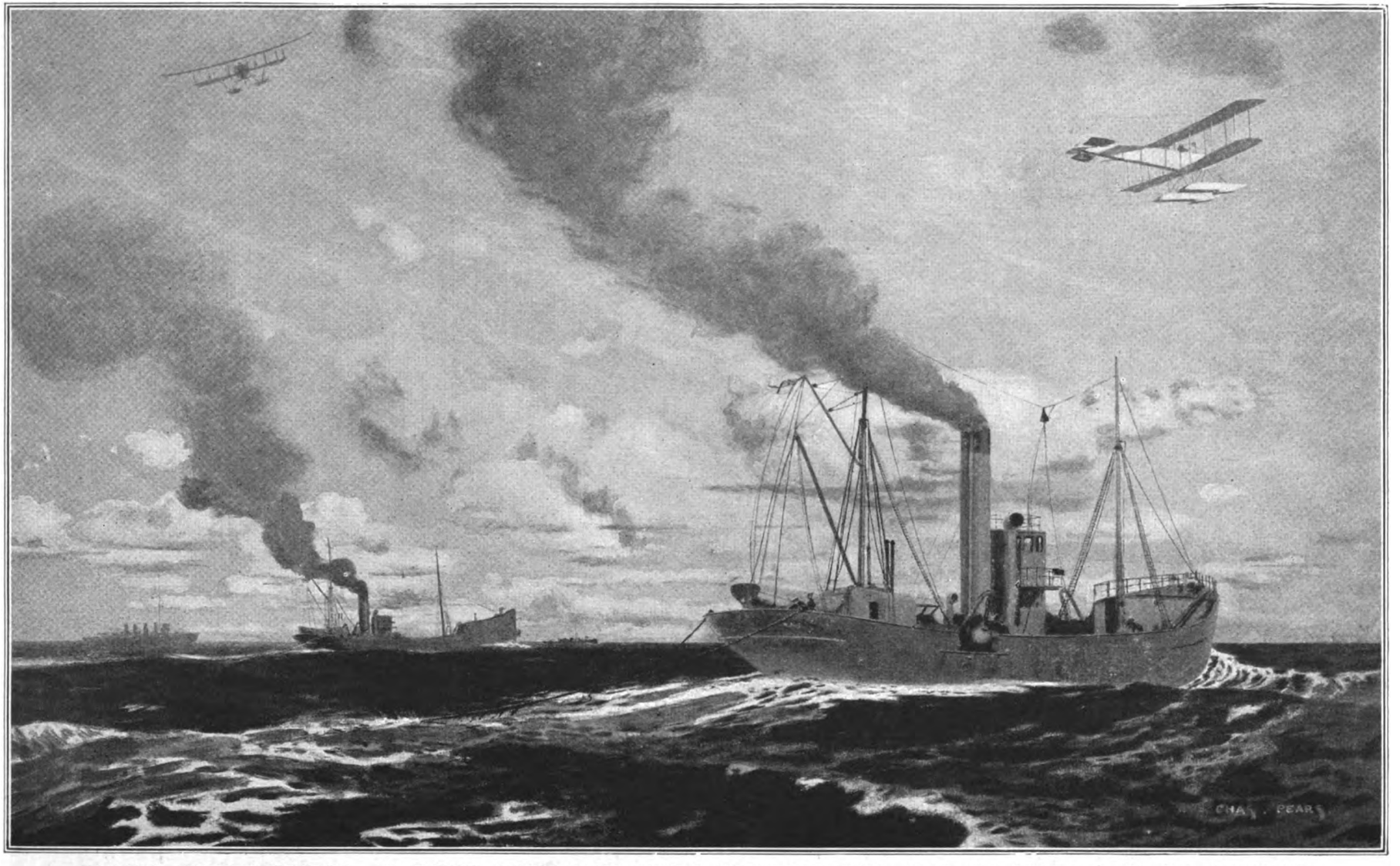


ONTARIO ROYAL ARTILLERY ON PARADE.
For brawn and muscle, intelligence and judgment, these men are unexcelled.



THE CANADIAN 9TH ARTILLERY LEAVING THE FORT AT TORONTO.
—was so generous from every Province of the Dominion between Halifax and Vancouver that the number was far exceeded.

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BRITISH MINE-SWEEPERS AT THEIR HAZARDOUS WORK CLEARING THE SEAS OF MINES LAID BY GERMANS.

The exact method of "mine-sweeping" is explained with graphic clearness on pages 234 and 235. The value of the hydroplane for helping in this work has been triumphantly established. As the airman flies over the water he can see with remarkable clearness objects below the surface of the water, and in ordinary weather conditions he can detect the presence of mines without difficulty.

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nation to defend its own harbours with mines was universally admitted, and it was just as unanimously granted that a nation acting on the offensive was justified in placing mines off the coasts of its enemy anywhere within the territorial three-mile limit. At the same time, the war of 1904-5 had proved in a ghastly manner the damage which might be inflicted by mines upon innocent merchant ships which not only had no concern in the war, but which might not enter the mine-sown waters until some years after the war was ended.

As a natural result of the war between Russia and Japan, however, all the Powers began to cultivate the submarine mine as a weapon of war. In 1905 Germany laid down two ships specially designed for laying mines on the high seas. These were the Albatross and Nautilus, both of which were fitted to carry four hundred mines. It was not until some time after this that the British Admiralty fell into line, and then seven old second-class cruisers were taken in hand and converted into mine-layers. This was the course followed by the majority of foreign Powers; and although it was generally recognised and admitted that the laying of mines was, to say the least of it, an unsportsmanlike method of carrying on war, those who were opposed to its use were forced to admit that the mine was a destructive agent of enormous power; and, when one or two Powers insisted upon retaining it, it was impossible for the others altogether to ignore it.



THE LAERTES—ONE OF THE VICTORS IN HELIGOLAND BIGHT.
In the action off Heligoland Bight on August 28th, 1914, the superior gun power and strength of the British destroyers were conclusively demonstrated. The Liberty, Laurel, and Laertes, which were in the thick of the fighting, have each a displacement of 945 tons, a speed of 29 knots, three 4 in. guns, and a crew of 135.

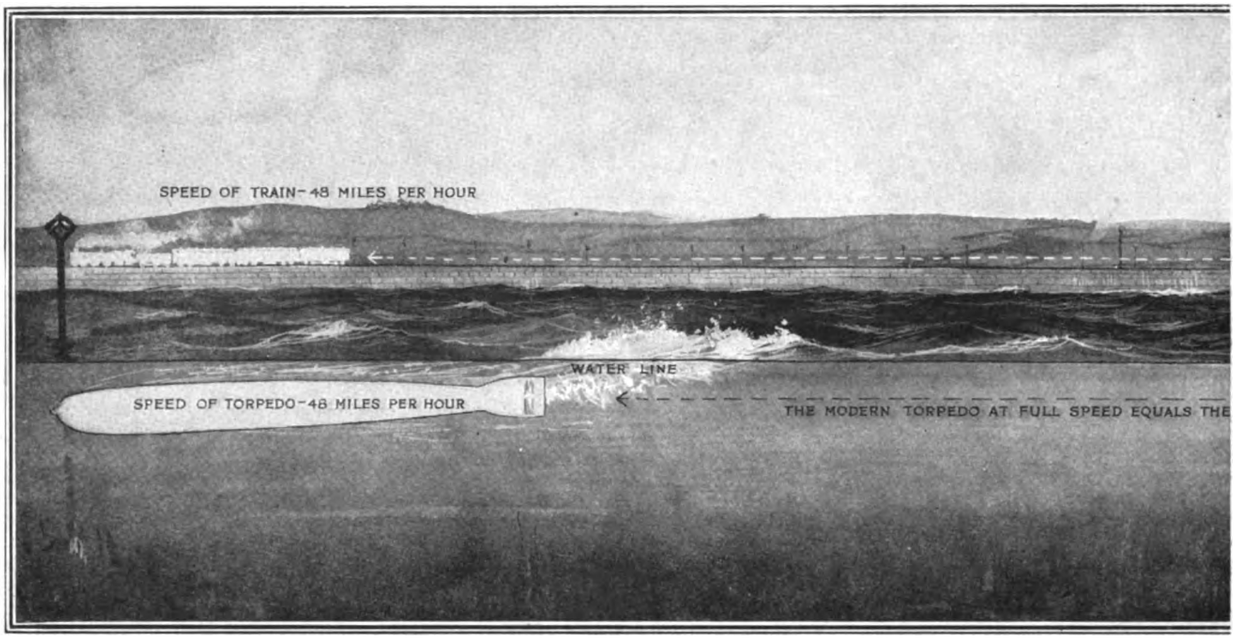
Nevertheless, the British Government continued to use every effort to restrict the employment of mines in war, and even to prohibit their use altogether. They were particularly anxious to abolish the "automatic" mine—that is, the mine which explodes instantly upon being touched by a passing vessel; and in the instructions which were issued to Sir Edward Fry, the British representative at the Second Peace Conference at The Hague in 1907, there occurs the following:

"15. His Majesty's Government would view with satisfaction the abandonment of the employment of automatic mines in naval warfare altogether. Failing the acceptance of such total prohibition, they earnestly hope that the employment of these engines of war will only be sanctioned under the strictest limitations."

The German delegate had evidently received very different instructions, and he opposed every attempt to restrict the use of mines, declaring that rules on the subject were unnecessary, and that "conscience, good-sense, and the sentiment of duties imposed by the principles of humanity will be the surest guides for the conduct of seamen, and will constitute the most efficacious guarantee against abuse." The meaning of this is quite clear—Germany wanted a free hand in the use of mines; and, what is more, she got what she wanted.

First of all, however, let us recall what the German delegate—Baron Marschall von Bieberstein—had to say at The Hague on the subject of the German officer's gentlemanliness and humanity. "The officers of the German Navy—I say it with a high voice"—declared the baron, 'will always fulfil in the strictest manner the duties which flow from the unwritten law of humanity and civilisation"; and, later on: "As to the sentiments of humanity and civilisation, I cannot admit that any Government or country is in these superior to that which I have the honour to represent." In the light of subsequent events, both afloat and ashore, one can only conclude that the baron was possessed of a perverted sense of humour.

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DIAGRAMMATIC PICTURE ILLUSTRATING THE DISCHARGE AND SPEED OF A MODERN—The science of destruction finds its highest—or its lowest—expression in the deadly torpedoes, by whose agency the 12-in. armour-plate of a super-Dreadnought may be shattered. The torpedo is discharged from its tube under the water-line of a battleship, from a destroyer or from a submarine, and, going to its fell work, it traverses the water at the speed of the "Flying Scotsman." The engine inside the torpedo is

We can now see what the Conference actually did to "restrict" the use of mines. The first two articles of Convention 8 read as follows:

"Article 1.—It is forbidden:

"1. To lay unanchored automatic contact mines, unless they be so constructed as to become harmless one hour at most after the person who laid them has ceased to control them;

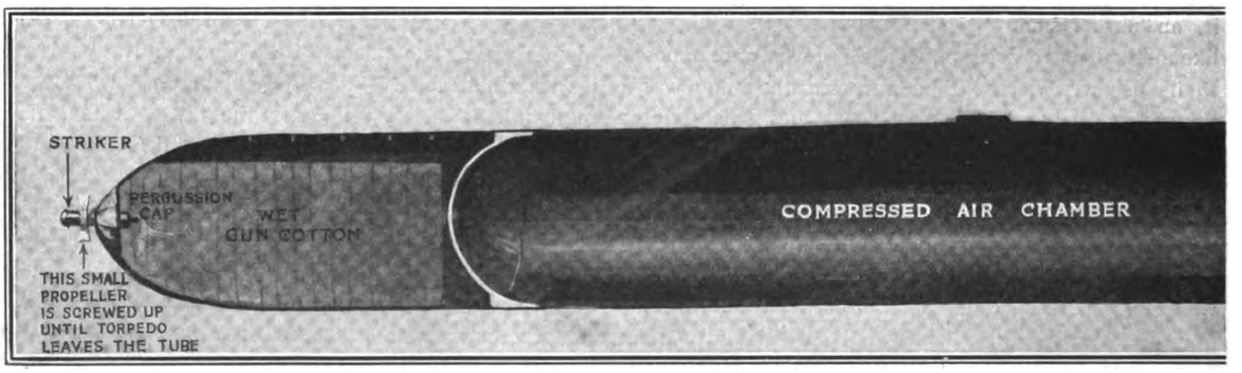
"2. To lay automatic contact mines which do not become harmless as soon as they have broken loose from their moorings;

"3. (This related to torpedoes.)

"Article 2. The laying of automatic contact mines off the coast and ports of the enemy with the sole object of intercepting merchant shipping is forbidden."

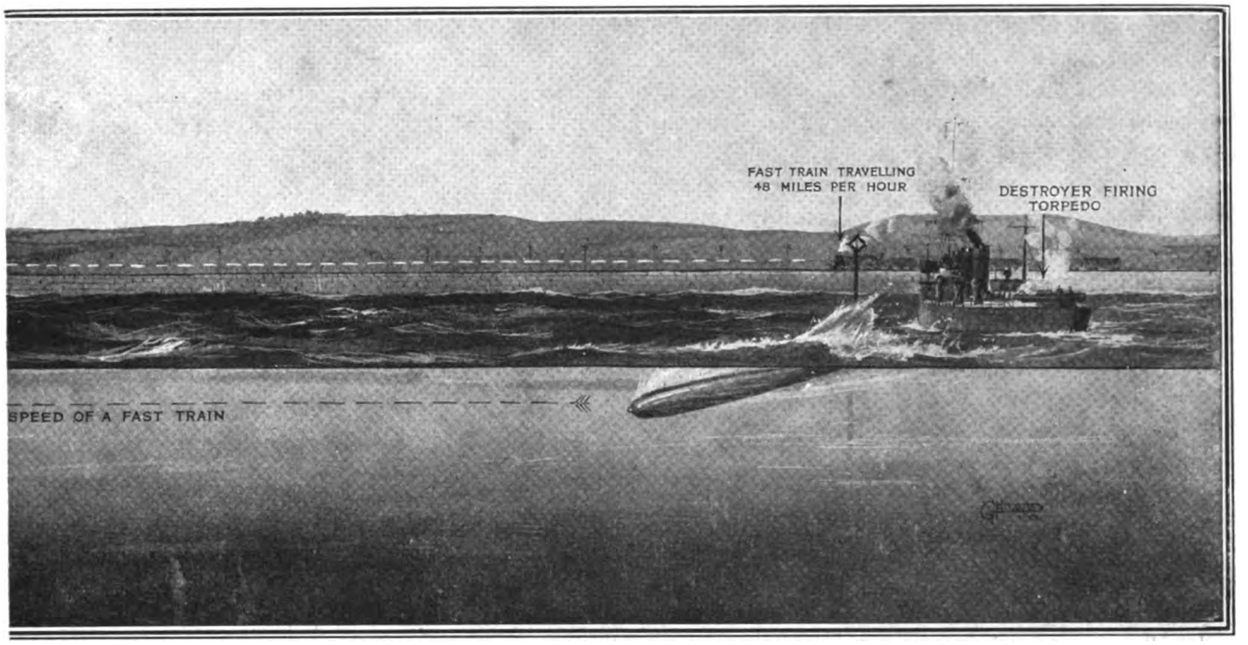
It will be noticed, first of all, that there was no restriction placed upon the localities in which mines might be laid. All that was decided was that they should not be put down with the "sole object" of interfering with merchant ships, which amounts to no restriction at all, as it would be quite impossible to prove what the "sole object" was of the Power which laid the mines. It permitted the laying of mines if the object mainly was to destroy merchantmen, and provided there was some chance, however remote, of destroying warships

Article 1 did indeed amount to a restriction upon the indiscriminate use of mines, and endeavoured to ensure that if they failed in their first object of destroying hostile warships they should, whether anchored or drifting,



THE WONDERFUL MECHANISM THAT GIVES THE TORPEDO ITS DIRECTION—

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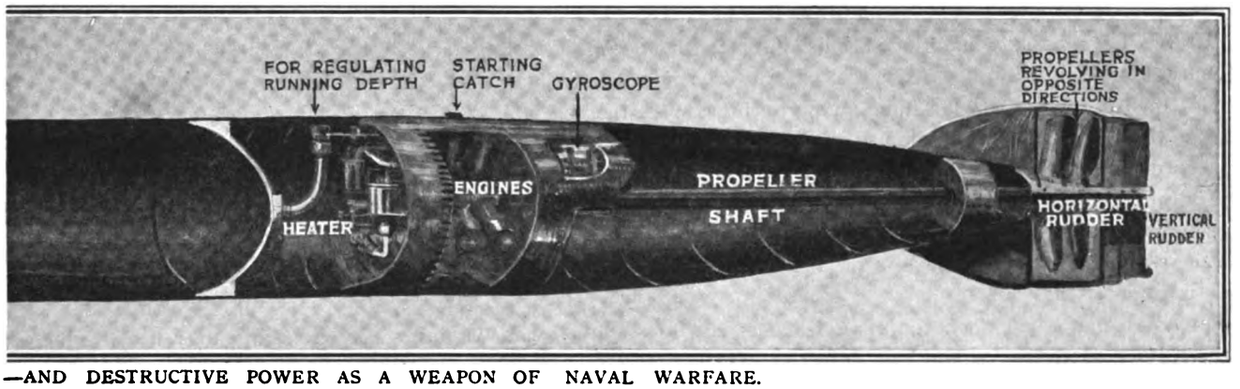
—TORPEDO WHICH TRAVELS THROUGH THE WATER AT THE RATE OF AN EXPRESS TRAIN.
driven by compressed air, which causes two propellers to revolve in opposite directions. A gyroscopic device keeps it in the desired path and at the desired depth. A pin on the "warhead" of the torpedo receives the first impact of the blow when the torpedo hits its mark, and when this is driven in it ignites the fulminate of mercury, which in turn explodes the gun-cotton with which the torpedo is charged.

present the least possible menace to innocent merchant ships. Whatever good might have been done by this article, however, was quite nullified by Article 6 of the same Convention, which runs as follows: "The Contracting Powers which do not at present own perfected mines of the description contemplated in the present Convention, and which, consequently, could not at present carry out the rules laid down in Articles 1 and 3 (the latter providing only that "every possible precaution must be taken for the security of peaceful shipping"), undertake to convert the *matériel* of their mines as soon as possible, so as to bring it into conformity with the foregoing requirements."

The use of the phrase "as soon as possible" practically gave the contracting Powers *carte blanche* to decide whether they would abide by the Convention or not. Those that did not want to do so could always plead that they had been quite unable to construct "perfected mines of the description contemplated."

In short, instead of restricting the use of mines, the second Peace Conference resulted in practice in the removal of all restraint upon their employment. It was not specifically laid down that they should be used only in territorial waters—that is, within three miles of the coast-line of the belligerent Powers—nor was the employment of drifting mines forbidden. A nation which chooses to lay down anchored mines so designed as to break away from their moorings within half an hour, thenceforward to drift about the seas to the danger alike of foe and friend and innocent neutrals, is well within the letter of the law as represented by The Hague Convention.

The spirit of the latter is entirely in the direction of protecting innocent ships and restricting the use of mines;

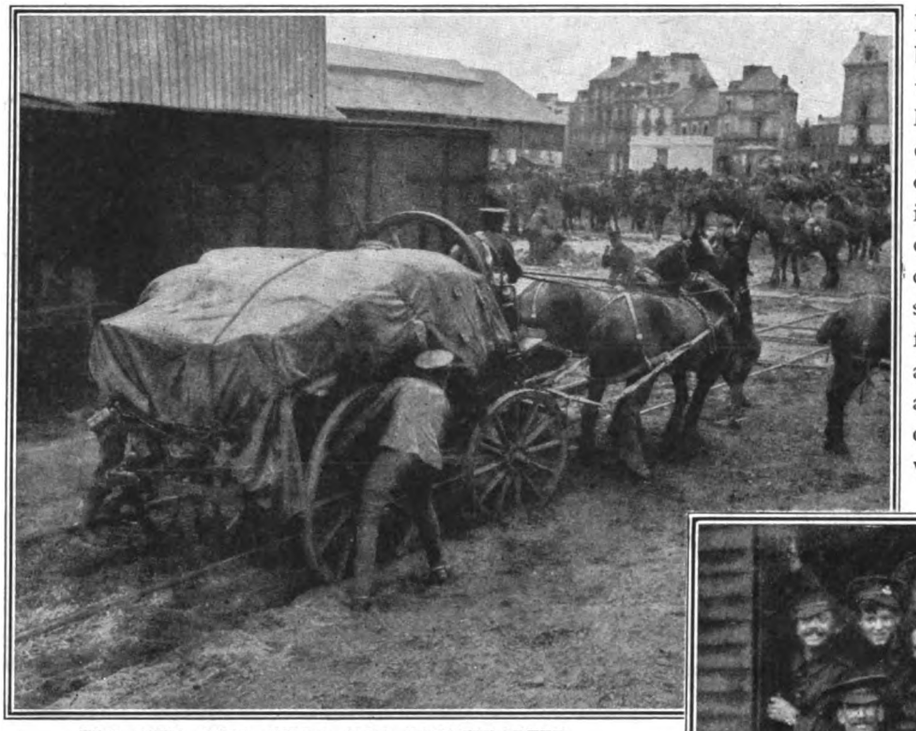


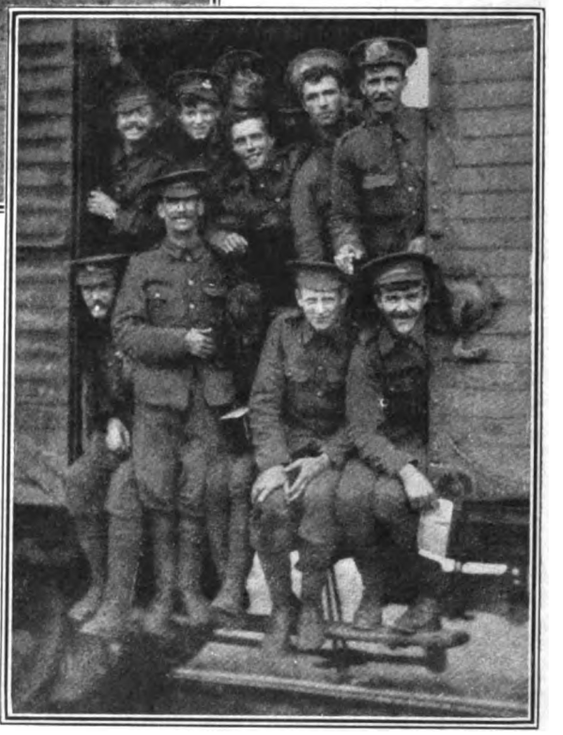
—AND DESTRUCTIVE POWER AS A WEAPON OF NAVAL WARFARE.

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but an unscrupulous nation would obviously not concern itself very much about the spirit of things, even if it condescended to abide by the letter of the law. Even here we should not have been unprepared for the course which Germany adopted, for her representative at the Conference was careful to point out that although nobody would have recourse to mine-laying without "urgent military reasons," "military acts are not ruled exclusively by the stipulations of international law."

The automatic contact mine sown in the sea is, as a rule, considerably smaller than the observation mine used for harbour defence. The charge varies from 76 lb. in the smallest to about 200 lb. in the largest and latest, though there is good reason to believe that Germany may have used much more formidable machines.





THE MEN WHO WERE NOT DOWNHEARTED.
British soldiers in France with their shoulders to the wheels of a baggage waggon in difficulties. The lower picture shows a company of the British Expeditionary Force leaving a French military base by rail for the field of fire.

These are sometimes known as "offensive" mines, because they can be used for the attack of fleets and for laying off the mouth of an enemy's harbour with the object of destroying his ships if they endeavour to come out. They may be either cylindrical or conical in shape, the former being favoured in both the British and German Navies. They are usually fitted with a couple of electric batteries, which become active half an hour or so after the mine is dropped, and are so constructed that on the mine being struck by anything passing it a pendulum is set in motion, which completes the circuit and detonates the explosive charge. In other types explosion is caused by the fracture of a thin glass tube containing a chlorate of potash mixture; but the former is the type most generally favoured, and in both cases the principle is the same.

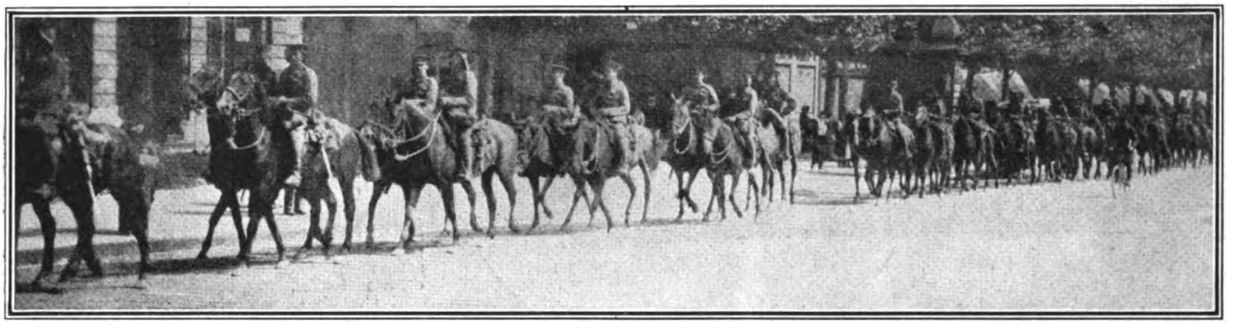
We have already mentioned that, prior to the Second Peace Conference, both Great Britain and Germany had built or fitted out ships for mine-laying purposes. In these ships the mines are stowed along the upper and lower decks, whence they can be run to the specially-constructed stern by means of rails and dropped into position. As soon as it was realised that mine-laying would form an important feature in naval warfare, a method was devised whereby the menace of the mine might in part be removed. The result was the introduction of a class of ship known as a "mine-sweeper," which is itself almost a full description of the vessels.

As a general rule anchored mine-fields are laid so that the explosive mines float from nine to twelve feet below the surface of the water, and consequently vessels of light draught were selected for the purpose of mine-sweeping. Germany fitted out a number of old torpedo-boats for the purpose, but in the British Navy, on the advice of, and

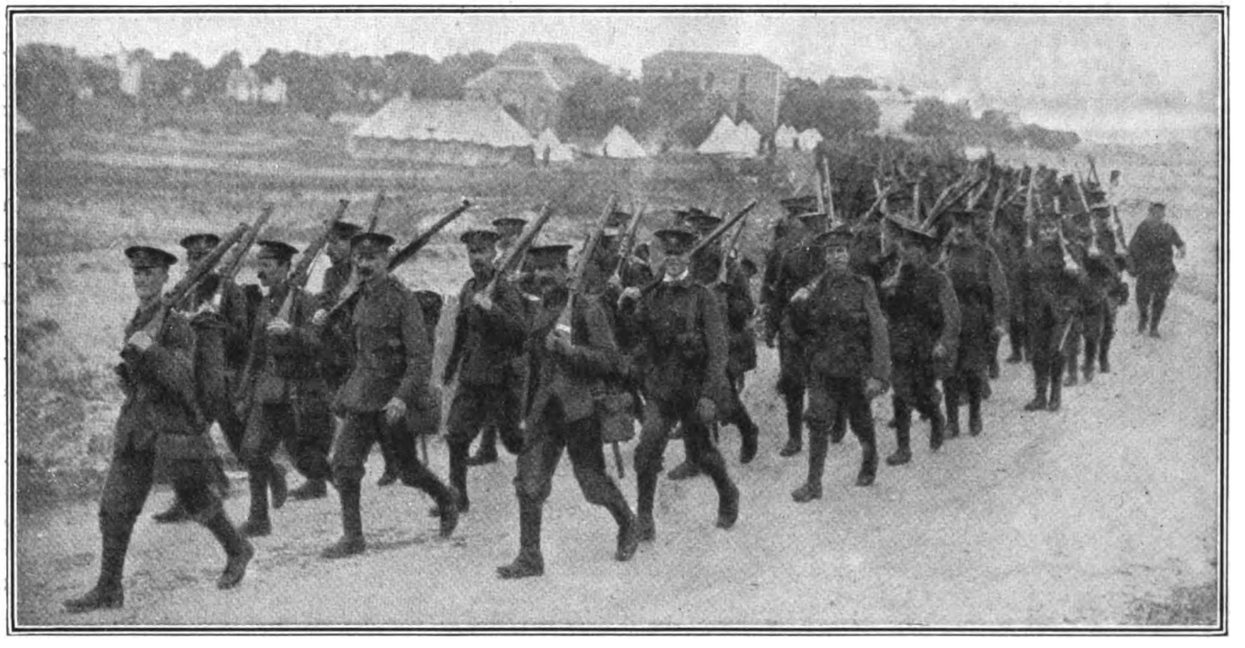
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A REGIMENT OF STURDY HIGHLANDERS MARCHING THROUGH A QUIET FRENCH VILLAGE.



BRITISH CAVALRY PASSING THROUGH A MAIN THOROUGHFARE IN ROUEN.



LIGHT-HEARTED BRITISH INFANTRY MARCHING OUT TO ENGAGE THE GERMANS.

By day and by night, the ancient quiet of sleepy old towns and villages in Northern France was disturbed by the steady tramp of armed men and the jangle of cavalry—reinforcements to assist the British army in its task of helping to beat back the German invader. True to his promise, Lord Kitchener was steadily increasing the British force, and the unavoidable wastage of war was soon more than made good.

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GERMAN SOLDIERS AT REST.
"Music hath charms to soothe the savage breast" and if the proverb is true, it is to be assumed that this company of German soldiers enjoying some stolen Belgian cigars to the accompaniment of a melodion, was not guilty of the atrocities by which Germany advertised her culture.

after experiments had been carried out by Lord Charles Beresford when he commanded the Channel Fleet, ordinary steam fishing-trawlers were adapted for the new work.

The most important thing in mine-sweeping is to discover the mine-field. Only too often its existence is not known until some unfortunate ship has come to grief in it; but sometimes a mine breaks loose and is seen before it has done any damage; sometimes a mine is carelessly laid and floats idly, but still anchored, on the surface; while the seaplane has added another factor of security, inasmuch as an observer up aloft can, on a fine day, and when the sea is not too greatly disturbed, see some considerable distance below the surface and, perhaps, detect a mine-field in time to warn a following fleet of its existence.

When the mines have been located the sweepers get to work—and dangerous work it is. They steam in pairs, a strong steel hawser being stretched between them. To this hawser two heavy "kites" or sinkers are attached, so as to keep it well to the bottom; and the trawlers then proceed slowly to "sweep" the mined area. As the hawser is drawn along the bottom, it comes into contact with the wire ropes that connect the mines with their anchors, and drags them along. In this way many mines are exploded by coming into contact with each other, and if any are brought to the surface intact they are generally destroyed by light guns being fired at them.



SPADE WORK BEING PERFORMED BY GERMAN SOLDIERS.
The German invaders were skilled in making entrenchments, and this set the French and British Allies many hard and costly tasks in dislodging them, and beating them back to new entrenchments, from which they had again to be dislodged.

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BERLIN REJOICING OVER "VICTORY."

The "victory" announced by megaphone to this crowd assembled outside the Royal Palace in Berlin had existence only in the vivid and perverted imagination of the famous "lie bureau" which, by fabricated news, did its best to keep up the spirits of the German populace. It will be noticed that the crowd included a large proportion of young men. The lower picture shows one of Berlin's "penny dinners" which were served daily, and were inaugurated when the pinch of war began to be acutely felt by the people.

The British Admiralty began to purchase a number of trawlers in 1909-10, and shortly afterwards a branch of the Royal Naval Reserve, known as the Trawler Section, was brought into existence, consisting of a number of skippers and men of the fishing fleets who volunteered to be trained for the risky work of mine-sweeping. At the same time arrangements were made with a number of owners whereby large numbers of their trawlers would be taken over by the Admiralty in case of war; and, indeed, before the Great War was a fortnight old, over a hundred of these vessels had been placed in commission with the Royal Navy, while about two hundred and fifty skippers had offered their services to the Admiralty. Many of them, alas! were destined to lose their lives in carrying out the work for which they had so nobly volunteered—a work of infinite value, not only to the Navy, but also to the British and neutral merchant ships whose constant crossing and recrossing from Norway, Sweden

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and Denmark to our East Coast ports did so much to keep down the level of food prices in the early days of the war.

The widespread use which Germany made of the submarine mine is directly traceable to the breakdown of her too cunning diplomacy and the consequent derangement of the war plans which had been perfected for use against Great Britain. It is now established that when Germany realised, as she did a week before the war, that the British Navy was prepared for any eventuality, she decided upon an indiscriminate use of the mine, and began to place these engines of destruction, before war was declared, in positions where they might be expected to sink British ships—whether warships or merchantmen did not matter much to Germany. If our warships were sent to the bottom our naval superiority would be affected. If merchantmen came to grief, the resulting panic among shipowners would—or so Germany thought—hasten the day when we should be starved into submission.

Breakdown of German diplomacy

The submarine mine is essentially the weapon of the weaker Power, a fact which may explain the attitude which Great Britain and Germany respectively adopted towards its use at the Second Hague Conference. The stronger Power, save in very special circumstances, has no use for mines other than for the local defence of its own harbours. It will not lay them in front of the enemy's harbours because the object it has in view is not to shut the enemy inside, but at all costs to get him out and to force him into action. Neither will it lay mines on the high seas, for its own ships are there and not those of the enemy.

The weaker nation, however, will not only scatter mines along its own coasts to prevent the approach of the stronger enemy; it will also, provided it is sufficiently unscrupulous, use its best endeavours to distribute them broadcast on the seas, knowing that its own ships are safe from them (since they cannot get to sea at all), and trusting that here and there one of the enemy's vessels may be sent to the bottom.

Our naval authorities knew before the declaration of war was made that active preparations were going forward in Germany with a view to the wholesale scattering of mines in the North Sea, and, in consequence of this knowledge, arrangements were immediately made for a systematic search of those waters for any ship which might be engaged in the work. On the morning of August 5th—war had begun the previous night at 11 p.m.—there steamed through the Straits of Dover, in search of German mine-layers, the British Third Destroyer Flotilla, commanded by Captain Cecil H. Fox in the light cruiser Amphion, and consisting of eighteen of the latest destroyers completed for the British Fleet.



ITALIAN AND FRENCH—SOLDIERS FRATERNISING.

Although a member of the Triple Alliance with Germany and Austria, Italy was not consulted when the Austrian ultimatum was sent to Servia, and, therefore, proclaimed her neutrality when the conflagration first burst upon Europe. Italy has many French sympathies, and this photograph depicts a group of the famous Italian Bersaglieri fraternising with French Alpine Chasseurs on the Franco-Italian frontier.



GENERAL JOFFRE WANTS TO FIND OUT.

General Joffre's eyes are nearly concealed by his eyebrows, but very little escapes them. No detail in the organisation of his armies is too small to be beneath his notice, and he is here seen questioning a French lieutenant regarding the equipment and condition of his men.

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BORN FIGHTERS FROM ALGERIA EAGERLY ASSIST THE ALLIES.
Commonly called Turcos, these soldiers are mainly pure-blooded Arabs, Mohammedans to whom death in battle is a passport to Paradise.

The Amphion was a comparatively small ship of 3,440 tons, laid down at Pembroke Dockyard in March, 1911, and completed in 1913 at a cost of £272,670. Her designed speed was 25 knots, and her armament consisted of ten 4 in. guns and two torpedo-tubes. The destroyers, known as the "L" class, were all built to the same design, the earliest of them having been laid down in June, 1912. They displaced 965 tons, and carried three 4 in. guns and two double torpedo-tubes, while turbine machinery, driven by furnaces burning oil fuel exclusively, gave them a speed of 29 knots. Captain Fox, the head of this flotilla of mosquito craft, was only forty-one years old at this time, and had already had a great deal of experience in destroyer work.



A COMPANY OF TURCOS EXAMINING SPOILS OF WAR.
Although Turcos carry equipment weighing over 80 lb., they are not afraid to supplement it with any military trifles that take their fancy.

While the Third Flotilla was proceeding on its lynx-eyed search for possible German mine-layers, it fell in with a fishing trawler



FROM THE HOT SANDS OF AFRICA TO THE SODDEN TRENCHES ALONG THE RIVER AISNE.
The Turcos seen here, leaving Amiens for the firing-line, exhibited especial daring at the Battle of Mons on August 24th, 1914.

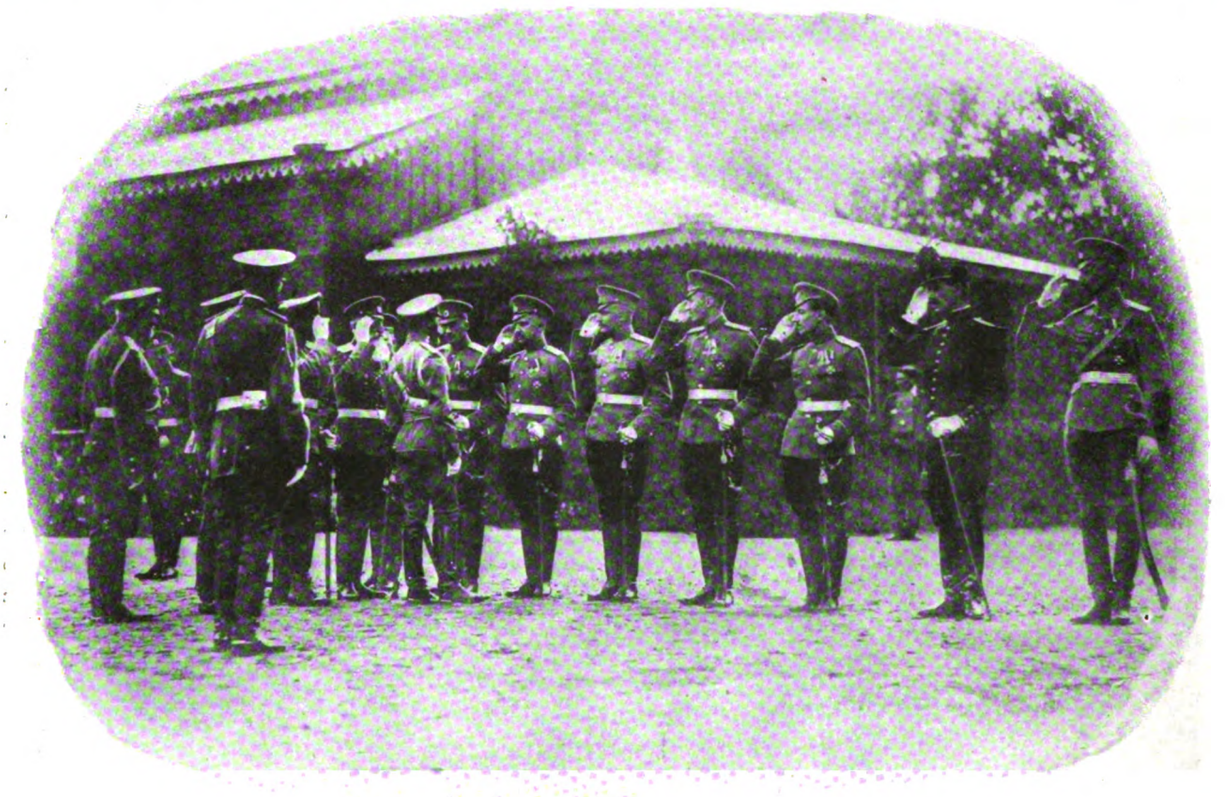
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which reported having seen in a certain place off the East Coast a suspicious-looking vessel "throwing things overboard." Needless to say, everyone knew instinctively what those "things" were. This was at about ten o'clock in the morning, and the flotilla immediately set off in the direction which the skipper of the trawler had indicated.

Before very long they sighted a small, fast liner belonging to the German Hamburg-Amerika Company, which, her work having apparently been completed, was making at full speed towards the German coast. She had, in fact, laid a line of submarine mines off the coast of Suffolk, extending to a point about sixty miles out to sea; but this, of course, was not known at the time. The character of the ship was never in doubt. As the flotilla drew near a shot was fired as a signal for her to heave to; but, instead of doing so, she put on extra steam, in the vain hope of escaping from ships which had a superiority in speed of nearly fifty per cent.

On the trail of a German mine-layer

Seeing that it was the intention of the ship to get away if she could, Captain Fox detached four destroyers in pursuit—the Lance, Laurel, Lark, and Linnet. It took them some little time to come up with their quarry, but



THE TSAR INSPECTING RUSSIAN AVIATORS BEFORE THEY LEFT FOR THE FRONT.

At the outbreak of war, Russia was reputed to possess 500 aeroplanes, and the Russian aviators were credited with being very courageous and adaptable in the management of them. This photograph shows the Tsar bidding farewell to officers of his Flying Corps before their departure for the front. The second on the right is the instructor, a Frenchman, distinguishable by his uniform.

when they did so there was no question as to the issue. The destroyers surrounded the unhappy ship, and the action—if such it can be called—began about midday. It was very quickly over. According to the accounts of eye-witnesses, only four shots were fired at the doomed German ship. The first carried away the bridge from which she was navigated. The second seems to have gone wide; but the third and fourth were sent clean into her stern, with such effect that they ripped it completely away, opening the interior of the ship to the sea.

A triumph of naval marksmanship

Within six minutes from the firing of the first shot the German ship heaved her bows in the air and went to the bottom. She proved to have been the Königin Luise, a vessel of 2,163 tons and 20 knots—an apparently innocent passenger ship which had obviously been taken in hand long before the war began and converted into a mine-layer. She carried a crew of about 130, of whom about fifty were saved by the boats of the British destroyers. The majority of the men who were picked up were grateful for the humane action of the British, but the captain of the Königin Luise was almost mad with fury at the loss of his ship, and, as his vessel began to settle down, threatened to shoot any member of his crew who showed signs of surrendering to the rescuing ships. He himself had to be taken by force.

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THE PATH OF THE COSSACK THROUGH WAR-SMITTEN GALICIA.

This scene shows a troop of Cossacks passing through a Galician village, with the national school in the background. The Cossack is the finest mounted soldier in the world. He is trained to horsemanship from boyhood, and it is no uncommon thing for him to ride below his horse if it serves his purpose to deceive the enemy into supposing that the animal is riderless.

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After the prisoners, of whom many were wounded, had been distributed among the ships of the flotilla—the majority being taken on board the Amphion—Captain Fox proceeded with the plan of search which had up to now been so successful. The position in which the Königin Luise had been sunk and the approximate area in which her mines had been laid were communicated to the proper authorities, so that the mine-sweepers could be set to work without delay, and for the remainder of the day the Third Flotilla carried out a systematic search of the southern area of the North Sea in the hope of being able to find more of the enemy's ships and send them to the bottom.

The tragedy of the Amphion

The day was uneventful; the only incident of note occurring when the Amphion, sighting the smoke of a big ship on the horizon, gave chase, and, on coming up with the suspected vessel, discovered her to be one of the usual North Sea passenger boats conveying Prince Lichnowsky, the late German Ambassador, across from Harwich to the Hook of Holland, en route for Germany. The vessel was warned to avoid the mine-field towards which she was steering.

The work of the flotilla continued carefully throughout the night, the Amphion leading and the destroyers being spread out fanwise over a wide area. In the early morning, after the ships had for some time been on a southerly course, they again approached the area in which the Königen Luise had been sunk, and a detour was made to avoid the danger zone. What followed is best described in the official statement issued on August 19th.

"This was successfully done until 6.30 a.m. (August 6th), when the Amphion struck a mine. A sheet of flame instantly enveloped the bridge, which rendered the captain insensible, and he fell on to the fore-and-aft bridge. As soon as he recovered consciousness he ran to the engine room to stop the engines, which were still going at revolutions for twenty knots. As all the fore part was on fire, it proved impossible to reach the bridge or to flood the fore magazine. The ship's back appeared to be broken, and she was already settling down by the bows. All efforts were therefore directed towards placing the wounded in safety in case of explosion, and towards getting her in tow by the stern. By the time the destroyers closed in it was clearly time to abandon the ship. The men fell in for this purpose with the same composure that had marked their behaviour throughout. All was done without hurry or confusion, and twenty minutes after the mine was struck the men, officers, and captain left the ship.



THE TRAIL OF WAR IN A SCENE OF PEACE.

Scenes such as this were common in the districts where War's Red Reaper had wielded his scythe. The photograph was taken near the Marne, and it shows a German soldier lying dead in a field of stubble.

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"AMPHION" SURVIVORS, RESCUED FROM THE SEA, REACHING ENGLAND AND SAFETY.

On August 6th, 1914, two days after war opened, the British light cruiser Amphion, after sinking a German mine-layer, fell a victim to floating mines which the mine-layer had strewn in the path of neutral commerce. Of the crew 148 were killed by the explosion or by drowning, and 143 were saved by the Amphion's attending fleet of destroyers. The survivors were landed on the Harwich coast in the plight seen in the picture—hatless, shoeless, and clad only in shirts and trousers. Captain Fox, who commanded the Amphion, was given command of the new flotilla leader Faulknor, one of the two vessels under construction for the Chilian Navy, and taken over by the British Government.

"Three minutes after the captain left his ship another explosion occurred which enveloped and blew up the whole fore part of the vessel. The effects showed that she must have struck a second mine, which exploded the fore magazine. The Amphion was actually sunk in the same way as the battleship Petropavlovsk in the Russo-Japanese War. She struck a cable upon which mines were strung, and the momentum of the ship though considerably checked by the explosion of the first mine and the stoppage of the engines, was sufficient to carry her against the second mine. Débris falling from a great height struck the rescue boats and destroyers, and one of the Amphion's shells burst on the deck of one of the latter, killing two of the men and a German prisoner rescued from the cruiser.

"The after part now began to settle quickly, till its foremost part was on the bottom, and the whole after part tilted up at an angle of forty-five degrees. In another quarter of an hour this, too, had disappeared. Captain Fox speaks in high terms of the behaviour of officers and men throughout. Every order was promptly obeyed without confusion or perturbation."

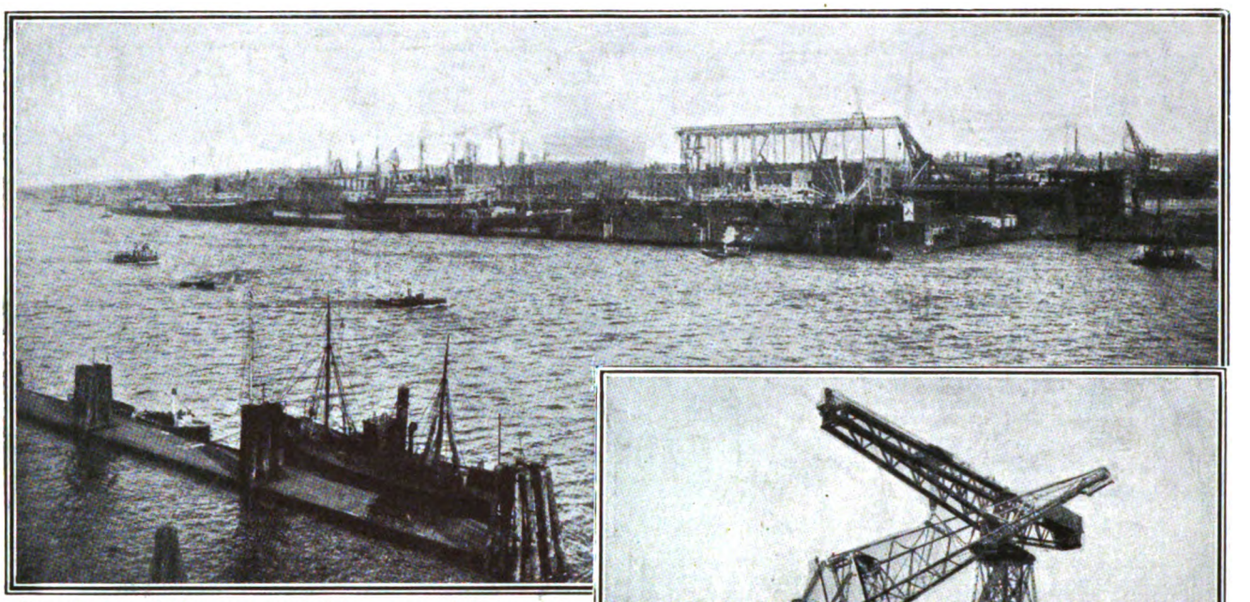
A severe test of British seamen

In this brief official statement describing the first British loss of the war—a loss, too, brought about in the most dispiriting and nerve-wrecking of all possible circumstances—the British nation learned again what it already knew in its heart, that the courage, the coolness, and the discipline of the British seaman had not deteriorated from the glorious standard of the past. These men of the Amphion were inspired by none of the enthusiasm and the excitement of battle. Their ship was shattered under them by an unseen enemy—an enemy they could not fight, against which they had no protection.

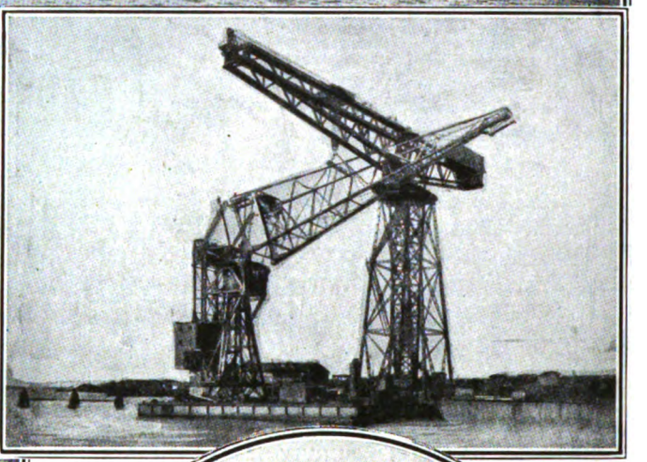
Yet, after the first shock of the explosion which wrecked the fore part of the ship, everything was carried out as if at manœuvres. The force of the explosion tore the funnels from their bases, and the guns and mountings from their emplacements, and threw them high into the air. The majority of those who lost their lives were mercifully killed outright by the first explosion, and as this occurred right in the bows of the ship, where the men's berths were, the petty officers and men inevitably suffered severely. One hundred and forty-eight of the latter were killed or drowned, together with about twenty German prisoners rescued from the Königin Luise.

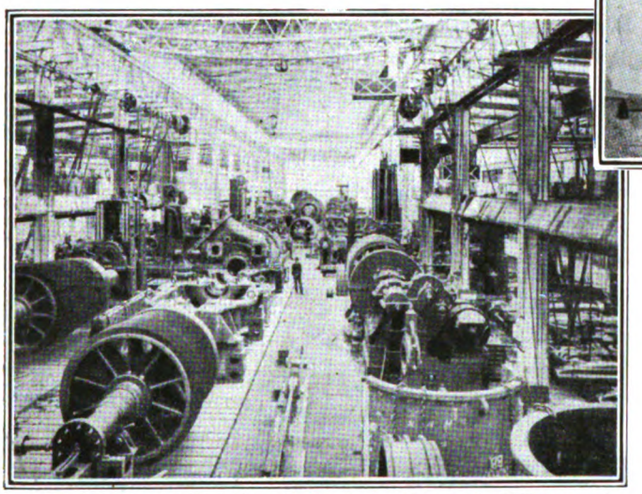
The only officer to lose his life was Staff-Paymaster Joseph T. Gedge. A large number of men were injured more or less severely, the majority suffering from burns and scalds caused by the shattering of the boilers and the ignition of the oil fuel which the ship carried in her double bottoms

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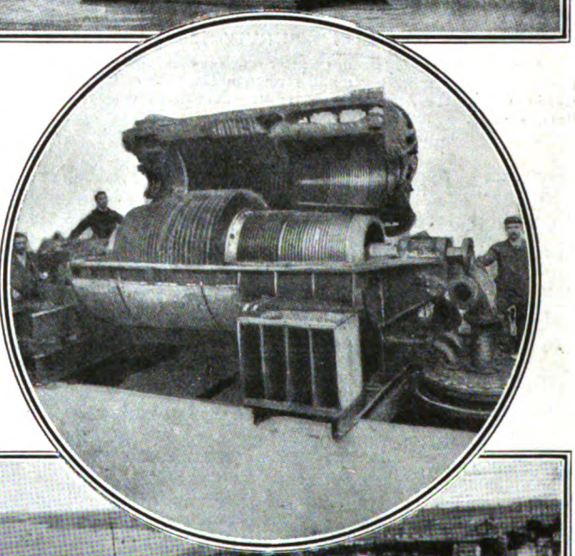


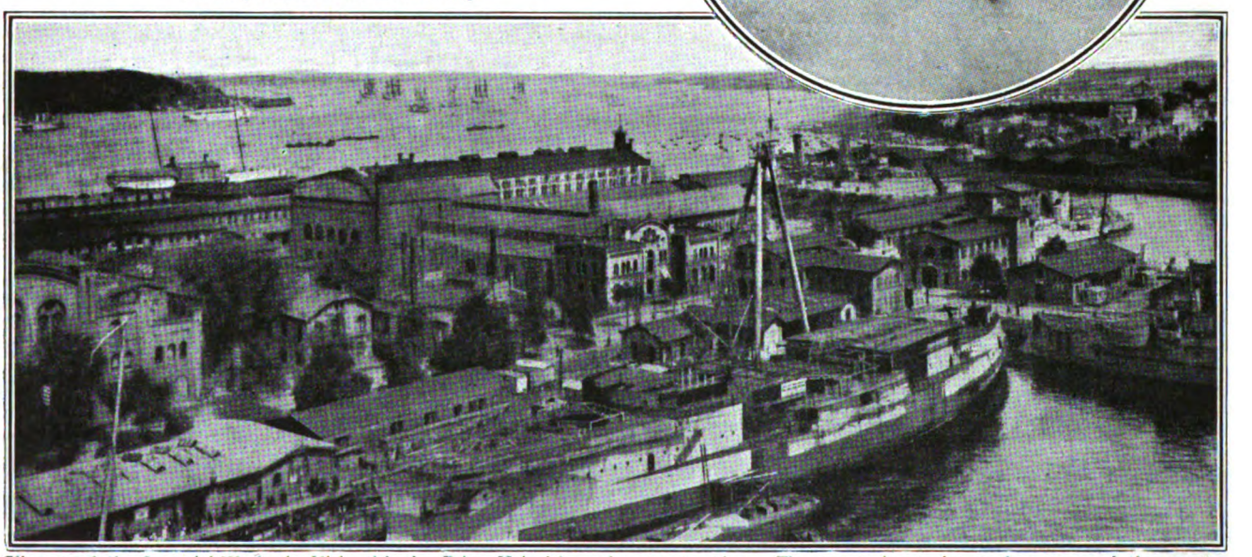
General view of the great shipbuilding yards of Blohm and Voss, in Hamburg, which give employment to about 10,000 men.





The turbine machine shop at the engineering yard of Blohm and Voss, Hamburg, who built the Goeben and the Moltke, the world's swiftest battle-cruisers, at the outbreak of hostilities. The famous Vulcan yards are also in Hamburg.





Glimpse of the Imperial Works in Kiel, with the Prinz Heinrich under construction. The upper inset picture shows one of the 150-ton floating cranes used in the Imperial shipyards at Kiel, and the lower inset picture a turbine for a German destroyer, made in the same works.

GERMANY'S WAR PREPARATIONS AT HAMBURG AND KIEL.

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The behaviour of the destroyers was not the least heroic part of this unfortunate occurrence. The fact that the Amphion had struck a mine in the area previously passed over by the Königin Luise was proof enough that the whole flotilla was in the midst, or at any rate on the edge, of an invisible mine-field. Yet they all closed in round the doomed ship, lying as close in as they dared, and lowering their boats to pick up the survivors, while all the time the powder and shells in the Amphion's magazine were exploding and turning the wrecked ship into a veritable volcano. It was indeed marvellous that only three men—one of them a German prisoner—should have been killed by the shower of missiles that were thrown over a wide area round the sinking ship.

The great risk to the rescuing ships

The loss of the Amphion—the first warship to be sunk in the war—came not unnaturally as a shock to the people of this country. The material loss, however, was slight, the ship being one of but little fighting power; and it was instantly realised that, bound as we were to prove ultimately successful at sea, the desired end—the annihilation of the enemy's fleet—could not be attained without some sacrifice on our part. There was further consolation in the fact that the Amphion was not sunk in action, but by means of mines sown indiscriminately and illegally on the high seas.



THE BRITISH DESTROYER LARK CONVOYING A PASSENGER STEAMER ACROSS THE CHANNEL.
The destroyer Lark, along with her sister destroyers Lance, Laurel, and Linnet, all acting under Captain Fox on the ill-fated Amphion, chased and sunk the German mine-layer Königin Luise on August 6th, 1914, and helped to save the survivors of the Amphion's crew when the German floating mines had done their deadly work.

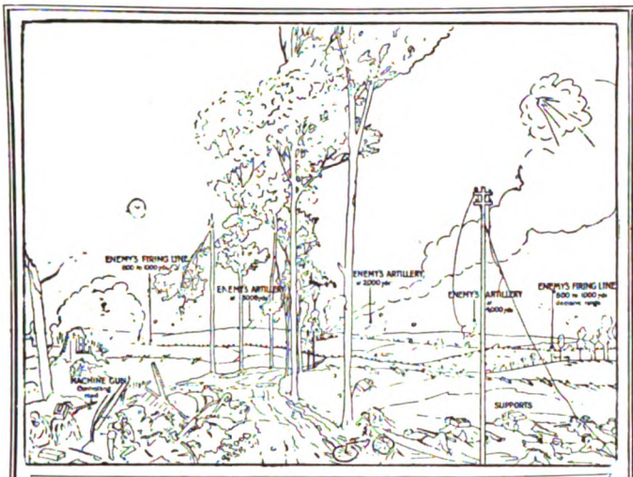
As the First Lord of the Admiralty declared in the House of Commons two days after the disaster: "The indiscriminate use of mines, not in connection with military harbours or strategic positions—the indiscriminate scattering of contact mines about the seas, which may destroy not merely enemy vessels or warships, but peaceful merchantmen passing under neutral flags, and possibly carrying supplies to neutral countries—this use of mines is new in warfare, and it deserves to be considered attentively, not only by us who are, of course, engaged in the war, and who may naturally be prone to hasty judgment in such matters, but also by the nations of the civilised world. The Admiralty are not at all alarmed or disconcerted by such incidents. We have expected a certain number, and we continue to expect a certain number of such incidents, and our arrangements provide for reducing such occurrences to the minimum possible."

Indiscriminate use of sea mines

The later experience of the war was to show that, in spite of the great and unceasing efforts made by our Navy to clear the seas of these wildly-scattered mines, Mr. Churchill's expectation that we should lose more ships by their agency was destined to be realised. But the spirit in which the Navy was prepared to face these unseen and shamefully-prepared dangers was nobly exemplified by a brief announcement which the Admiralty issued on the very day following the destruction of the Amphion. It was to the effect that Captain Fox would take command of the new flotilla leader Faulknor, on the completion of that ship, and resume the command of the Third Destroyer Flotilla. The Faulknor was one of two vessels (the other being the Broke) which had been completing in this country for the Chilian Navy, and which the British Admiralty had taken over on the outbreak of war.

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PART OF GREAT 200-MILE BATTLE-LINE WHERE ISSUES—

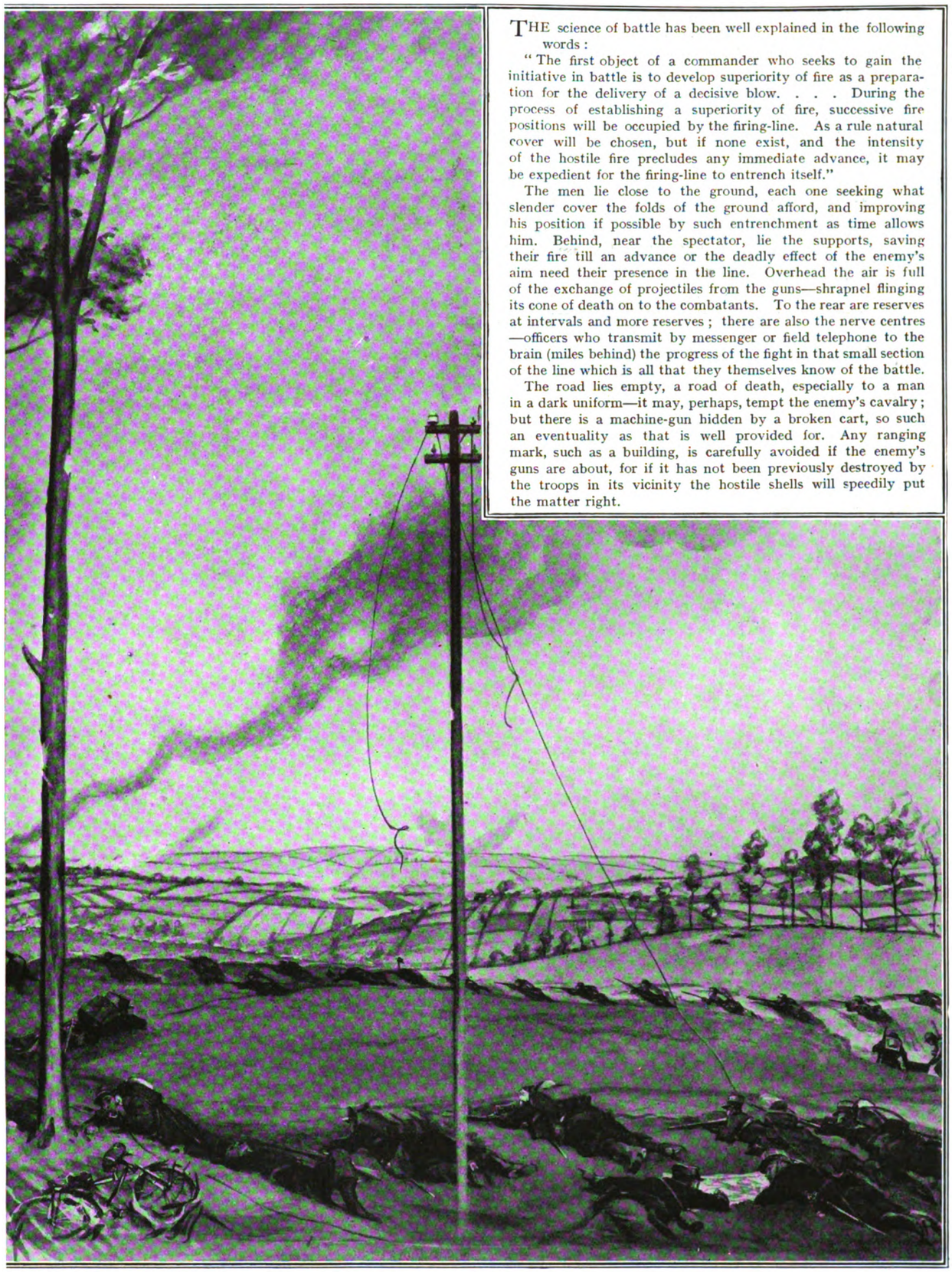


The key sketch shows only a very small section of the battle, but may be taken as typical of the whole. For the sake of clearness the enemy's positions are more visible than would actually be the case. The havoc of shells in the foreground has had to be omitted. The firing-line is irregular—its formation depending on the nature of the ground. Thus, to prevent the enemy from advancing sheltered by the "dead ground" afforded by the fold of the land on the right front, part of the line occupies the small hill on the right of the drawing.

The far-flung battle-line of the world's greatest armed struggle showed war upon a more stupendous scale than ever before. The great "Battle of the Rivers" in Northern France engaged in deadly conflict twenty times the number of combatants that decided the fate of Europe at Waterloo. The modern battle is warfare reduced to a specialised science, which has reached as high a stage of perfection as—or higher than—any of the sciences of peace. The great engines of death, the range of modern artillery, and the destructive power of high explosives have robbed war of its picturesque side. The dash of cavalry and the spear-to-breast charges

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—ARE DETERMINED BY WEEKS-LONG ARTILLERY DUELS.



THE science of battle has been well explained in the following words :

"The first object of a commander who seeks to gain the initiative in battle is to develop superiority of fire as a preparation for the delivery of a decisive blow. . . . During the process of establishing a superiority of fire, successive fire positions will be occupied by the firing-line. As a rule natural cover will be chosen, but if none exist, and the intensity of the hostile fire precludes any immediate advance, it may be expedient for the firing-line to entrench itself."

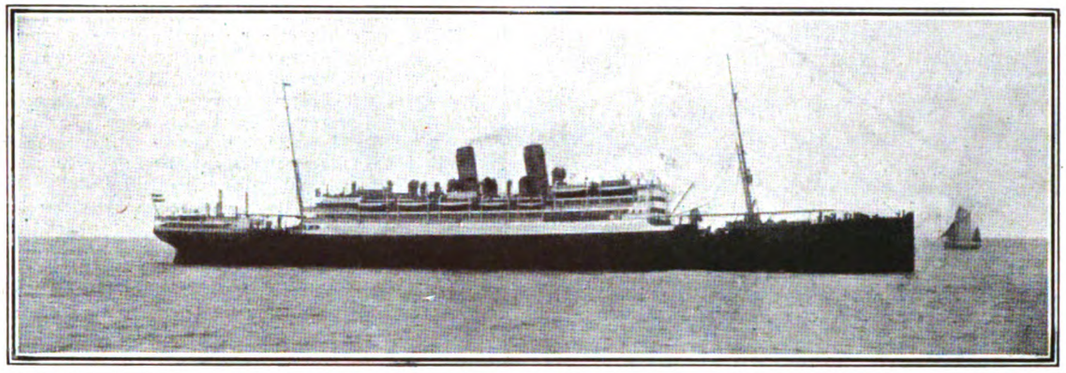
The men lie close to the ground, each one seeking what slender cover the folds of the ground afford, and improving his position if possible by such entrenchment as time allows him. Behind, near the spectator, lie the supports, saving their fire till an advance or the deadly effect of the enemy's aim need their presence in the line. Overhead the air is full of the exchange of projectiles from the guns—shrapnel flinging its cone of death on to the combatants. To the rear are reserves at intervals and more reserves ; there are also the nerve centres —officers who transmit by messenger or field telephone to the brain (miles behind) the progress of the fight in that small section of the line which is all that they themselves know of the battle.

The road lies empty, a road of death, especially to a man in a dark uniform—it may, perhaps, tempt the enemy's cavalry ; but there is a machine-gun hidden by a broken cart, so such an eventuality as that is well provided for. Any ranging mark, such as a building, is carefully avoided if the enemy's guns are about, for if it has not been previously destroyed by the troops in its vicinity the hostile shells will speedily put the matter right.

of infantry are still incidents in a great battle, but subordinate incidents. The main part of a battle consists of a long succession of artillery and rifle duels, where it is the objective of each side to conceal its positions, to protect its combatants, to find the range of the opposing lines, and to deal out death by an accurate and overwhelming fire of heavy guns, machine-guns, and rifles, so that the enemy is compelled to evacuate his position, or is so weakened that he is no longer able to resist effectively the charge of cavalry or the cold steel of an infantry attack.

The significance of this picture is explained by the diagram above.

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THE NORTH GERMAN LLOYD

CHAPTER XV.

PRINZ FRIEDRICH WILHELM.

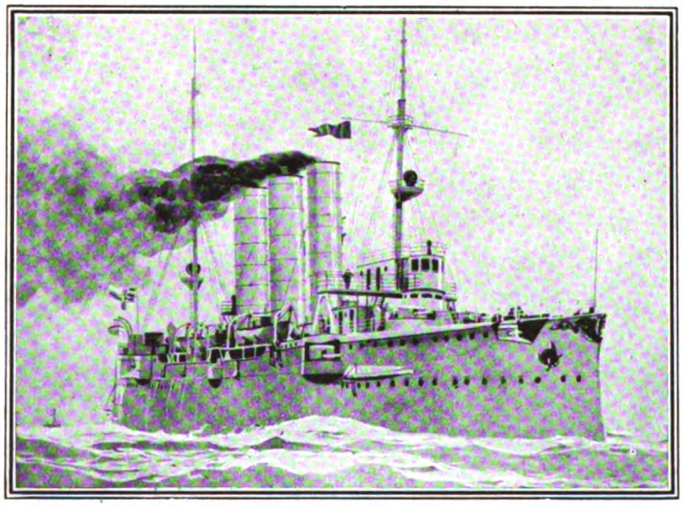
HOW GERMANY ATTACKED OUR COMMERCE.

The Growth of Germany's Mercantile Marine—Fostered by Subsidy—Economic Value of the British Navy—Importance of Food Imports to Great Britain—Disposition of British Fleet at Outbreak of War—The Navies of our Dominions—German Naval Disposition and Coaling Stations—Policy of Arming Merchant Vessels—Britain's Grip Upon Germany's Ocean Communications—How Wireless Telegraphy Helped in Naval War—Fear for Food Famine in First Days of War—Treatment of Hostile Ships—Disturbance in Insurance Market—British Government Relieves the Situation—Operations of the German Dresden against Allied Shipping—Adventures and Fate of the Kaiser Wilhelm der Grosse and the Bethania—The Value of Speed in Naval Raids—The Allies' Command of the Sea.

WHEN the German Empire was founded the total tonnage of the merchant ships flying the black, white, and red flag of the German mercantile marine was 982,355, and in eighteen years—that is, by the time that Wilhelm II. became Emperor—it had increased by no more than 300,000 tons. But the new ruler soon let it be known that he regarded the development of the mercantile marine as one of his most cherished ambitions. At the same time, he never failed to emphasise the fact that a great merchant navy could have no permanent existence without a powerful war fleet to protect it and to assist in its expansion.

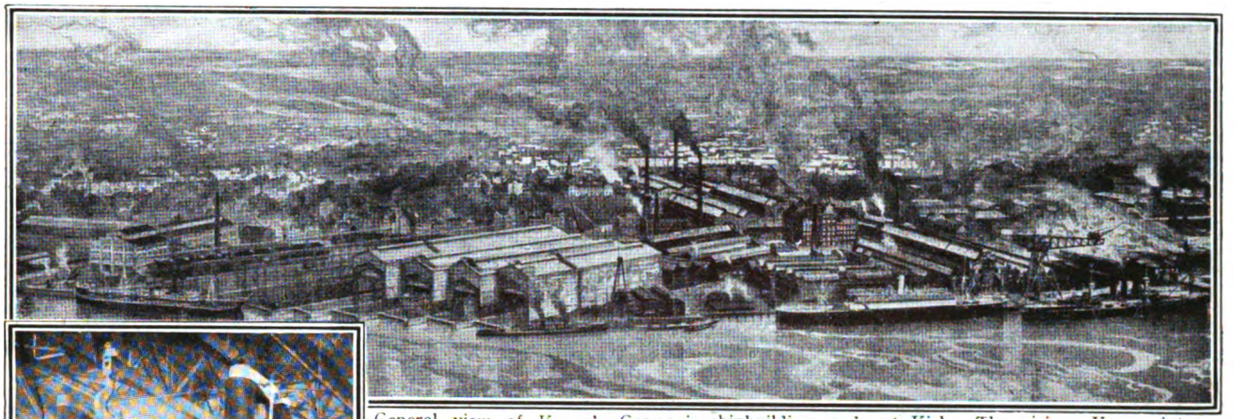
The development of German merchant shipping was considerably aided by the payment of subsidies, which enabled the companies in receipt of them to carry goods at low rates and so take trade from their competitors. The loss, if any, was made up by the Imperial Government. At the same time, great encouragement was given by various artificial means to the expansion of the shipbuilding industry. The effect of these measures is plainly visible in the great strides which have been made. In 1870 the German mercantile marine stood fifth in order of tonnage among the merchant navies of the world, but by the beginning of the present century it was second, surpassed only by the British Empire, and it has since continued to improve its position. In 1870 there were approximately seven and a half tons of merchant shipping under the British flag for every one under the German, but by 1912 the proportion was only a little over four tons to one in our favour, the actual figures being: British Empire, 13,846,365 tons; Germany, 3,153,724 tons.

Nevertheless, the British mercantile marine remained by far the greatest and the most important, but with every ton added to it the maritime risks of the Empire were increased. The task of our ships was to carry our trade between these islands and countries oversea, and to bring to the teeming millions of our country those supplies of food and raw material which we are unable to produce for ourselves. Every additional ship was a hostage to fortune—a further indication of the ever-increasing dependence of Great Britain upon



THE GERMAN 3,600-TON CRUISER DRESDEN,
which is the sister ship of the Emden, and which sunk the British merchantmen Hyades and City of Winchester in South American waters soon after war began.

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General view of Krupp's Germania shipbuilding works at Kiel. The vicious Krupp interests dominated the Kaiser and German Imperial policy, being indeed the chief primary cause of the war.





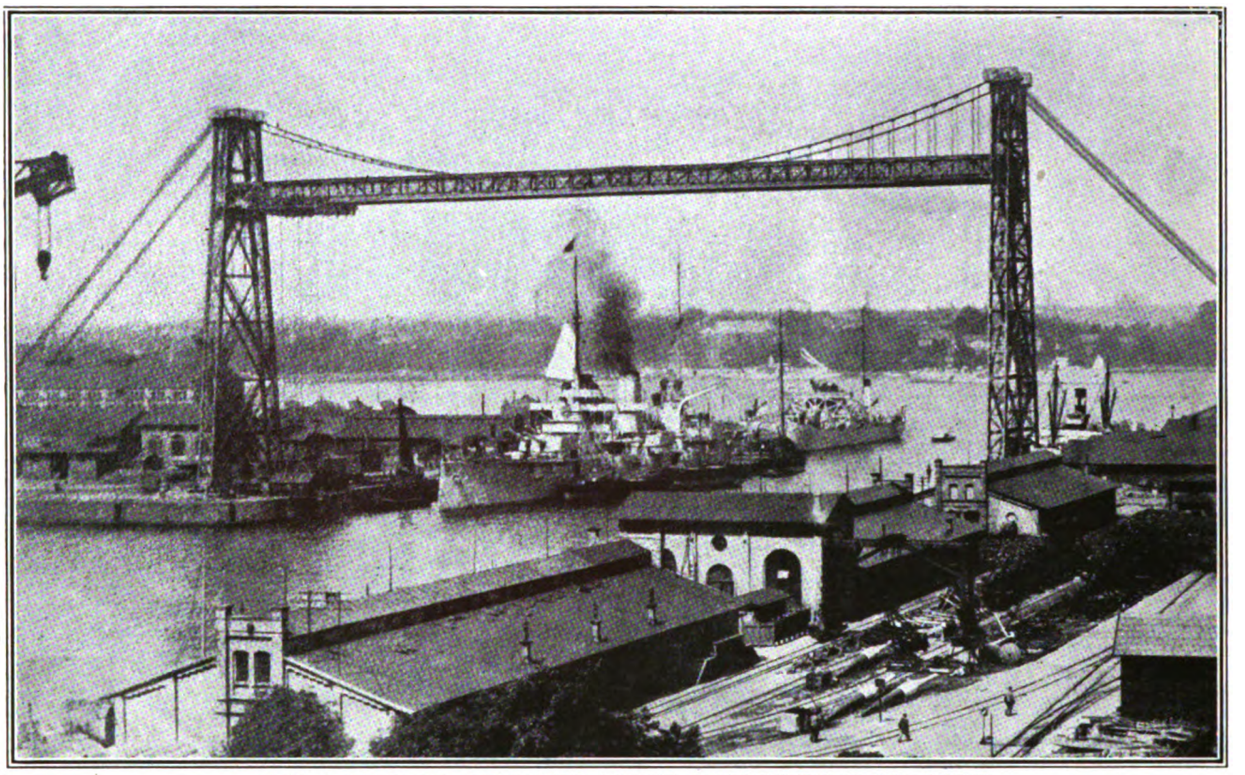
General view of the fitting and finishing shop in a large German armament manufactory. The biggest German naval gun is 15 in. diameter and throws a projectile of 1,675 lb. weight. The inset picture shows an armour plate being bent under a 10,000-ton hydraulic press.



An iron foundry in the Germania shipbuilding works of the great Krupp firm at Kiel. The other private yard at Kiel is owned by the firm of Howaldt, but the Imperial yard employs as many men—about ten thousand—as the two private yards combined.

THE MAKING OF GERMANY'S SHIPS AND GUNS AT KIEL.

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WHERE SOME OF GERMANY'S FINEST BATTLESHIPS WERE BUILT.

The entrance to the Imperial shipbuilding yards at Kiel, which before the war employed about 10,000 men. The hanging bridge is a wonderful piece of engineering, the towers being 200 feet high and 400 feet apart, while the "ferry" is suspended by steel cables and operated by electricity. The waterway is always open for the largest ships to pass, and the ferry traffic is possible at all times except during the actual minutes that a ship is entering. Kiel, a fortified town of about 150,000, is one of the best havens in Europe, and is Germany's chief war port. It is the headquarters of the German Navy, with a naval academy and a university.

the command of the sea. Owing to the success with which the British Navy kept the trade routes open during the Great War it is doubtful whether even now we realise the complete dependence of our country upon its maritime trade. This could only be adequately brought home to us by the defeat of the Navy.

The bulk of the workmen in this country are dependent for their weekly wage upon the importation of raw material and the export of the manufactured article, and the failure of the Navy to keep open the trade routes would mean a wholesale closing down of factories and workshops, and particularly of those great firms in the North which rely upon the regular delivery of the raw materials of the cotton, wool, and other textile industries imported to the annual value of £150,000,000.

The question of food is not less important than the question of work and wages. Year by year we are becoming less and less able to feed ourselves. Thousands of acres of land have passed out of cultivation, and thousands of workers have left the land for the manufacturing centres, and by so doing have increased the dependence of the country upon the command of the sea.

The latest available figures show that we import food to the annual value of £280,000,000 a year. This means that every day of the year food to the value of £780,000 is landed in our ports. It means that if our Navy were unable to protect the ocean highways along which hundreds of British merchantmen are daily ploughing their way we should starve. How long we could exist if these supplies were cut off has been variously estimated. It might be as long as three months if we had our harvest in hand. It might be as short as three weeks if the catastrophe overtook us at a less favourable moment. In any case, the stoppage of our sea-borne trade would inevitably mean disaster—universal unemployment followed by universal starvation.



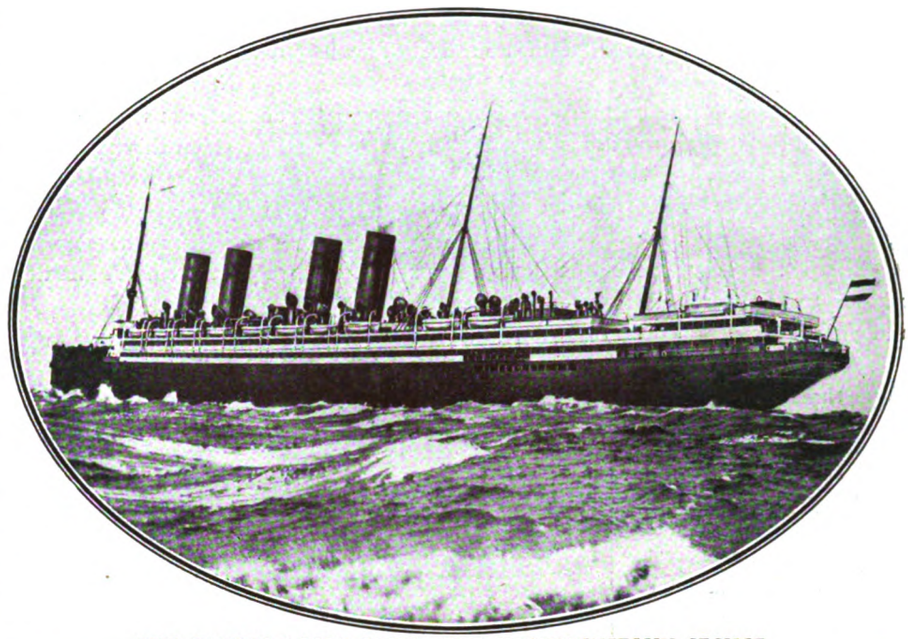
THE BIRTHPLACE OF BRITAIN'S GUNS.

The main gate of Woolwich Arsenal, where, in times of great pressure, 20,000 men work day and night manufacturing artillery.

Nations which have contemplated war with Great Britain have reckoned not a little upon the damage which they would be able to

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inflict upon us by interfering with our merchant shipping, and they did so with fairly good reason. They argued from the experience of the wars of the French Revolution, when the price of wheat rose to treble the peace figure. During the twenty years from 1793 to 1812 we lost no fewer than 10,871 merchant ships, an average of 543 a year. As our merchant shipping is far greater now than it was then, and as we are dependent to an infinitely greater extent upon the security of our merchant shipping, both for food and for trade, it was freely assumed, both by British thinkers and by our enemies, that the attack of British commerce offered the surest means of bringing this country to its knees. There is not the slightest doubt that any serious interference with our merchant shipping would have been followed by disaster at home.

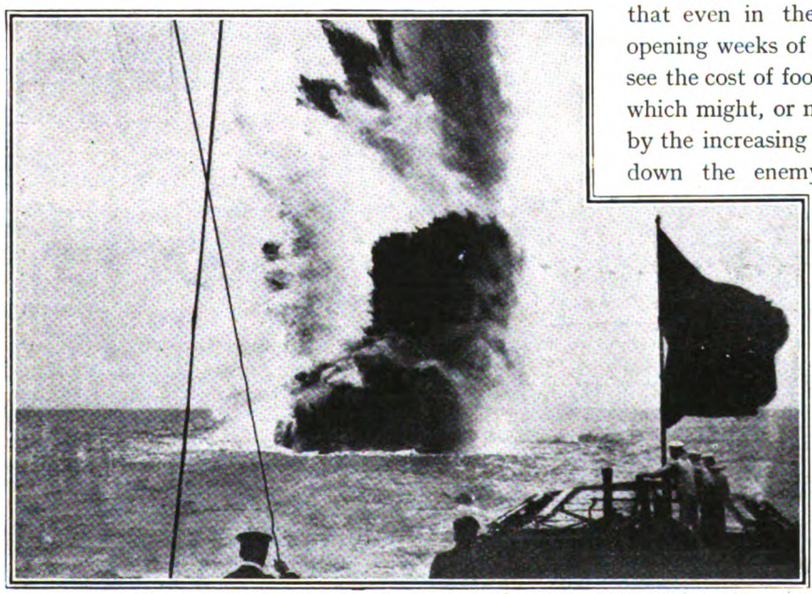


THE FAMOUS "GOLD SHIP"—THE KRONPRINZESSIN CECILIE.

On July 28th, 1914, this great 19,500-ton North German Lloyd liner left New York for Germany carrying gold to the value of £2,000,000 for the Bank of England, and when nearing Europe she received a wireless message from Germany advising her to avoid the English Channel and try to reach her home port via the North of Scotland, but she was afraid of capture and steamed back to America, where she entered Bar Harbour, Maine, on the morning of August 5th, and had to remain inactive during the war. Attempts to sell her along with other German ships to American owners have failed on account of the opposition of the anti-German allies.

It was not alone upon the actual work of their cruisers at sea that our prospective enemies depended. They also assumed that on the mere approach of war British shipowners would be appalled at the prospect of their vessels being sunk or captured by the warships of the enemy, and would lay their vessels up in harbour rather than expose them to this risk. Infinite reliance was placed upon the assumed "nervousness" of British shipping. It was the very general belief in this country that even in the most favourable circumstances the opening weeks of a war with a strong naval Power would see the cost of food advance to almost prohibitive prices, which might, or might not, be reduced as time went on by the increasing success of the British Navy in running down the enemy's commerce destroyers. That this protective work might be begun with the least possible delay, squadrons of British cruisers were maintained throughout the nineteenth century in various parts of the world, so as to be immediately available in the event of war to safeguard British trade passing through the areas which it was their duty to patrol.

The safeguarding of British trade



THE TREMENDOUS FORCE OF A SEA-MINE EXPLOSION.

A graphic representation of the effect caused by exploding a submarine mine. The fate of a great ship that has the ill-fortune to strike one of these mines can be understood from the gigantic upheaval caused by the explosion as seen above. At first, our Government refrained from sowing the sea with mines, and announced on August 23rd, 1914, that no mines had up to that time been laid, but on October 3rd it was officially stated that mines had been laid in a specified area in the southern part of the North Sea, chiefly to protect the approaches to the Thames.

In the ten years immediately preceding the outbreak of war these squadrons had, unfortunately, been grievously reduced. The rapid increase in the strength of the German Navy in the North Sea led the British Admiralty to weaken greatly the force of the British Navy

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in distant seas, in order that the ships and men thus released might be used to strengthen our fleet in home waters.

On the eve of the outbreak of war our principal naval forces on foreign stations outside Europe were composed as follows:

In the East Indies, one old battleship and two light cruisers.

In the Far East, one old battleship, two armoured cruisers, two light cruisers and eight destroyers.

At the Cape of Good Hope, three light cruisers, all slow and obsolete.

On the Pacific Coast of America, two ancient sloops.

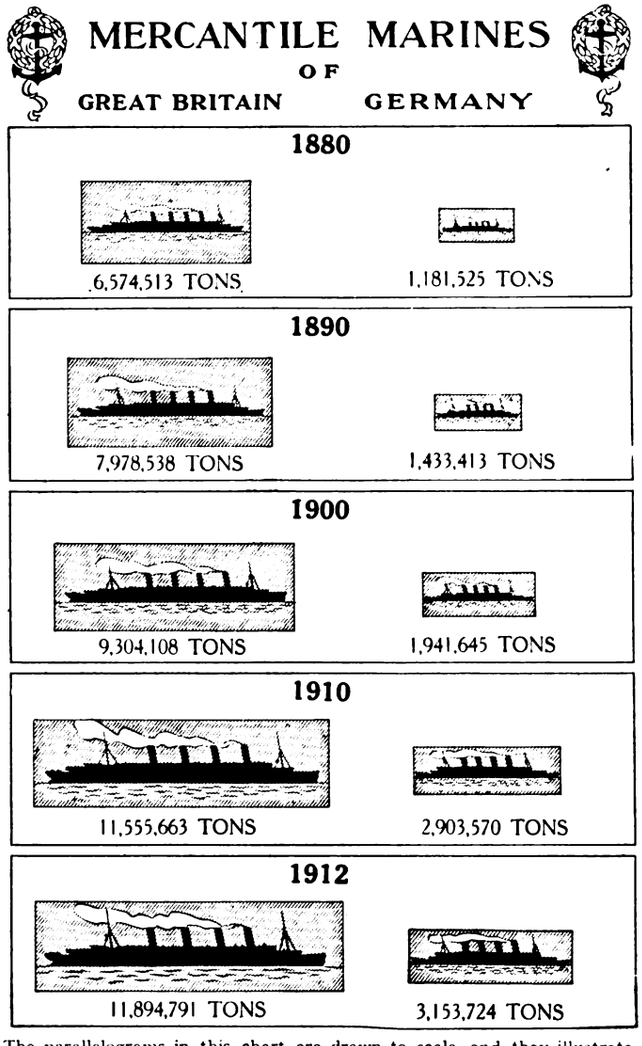
On the South-East Coast of America, one light cruiser.

On the West Coast of Africa, one gunboat.

On the Atlantic Coast of North America, four armoured cruisers and one light cruiser.

Besides these ships, the naval forces of Australia, New Zealand, and Canada were placed at the disposal of the Admiralty immediately on the outbreak of war. Of these the Australian Fleet was by far the most important. It included the battle-cruiser Australia, the flagship, and two other modern sea-going vessels in the light cruisers Sydney and Melbourne, these three ships being all capable of steaming twenty-five knots. There were two older cruisers, a few coast defence craft, three destroyers, and two submarines. Canada had never attempted to carry out a definite naval policy, and the only warships she was able to hand over to the Imperial Government were two old ships which she had bought a few years before with the object of training her own personnel and establishing a Canadian Navy. As soon as war was declared she purchased a couple of submarines that were building at San Francisco for the Chilian Navy, and so added two useful units to the defence of the Pacific Coast.

New Zealand was only able to hand over three ancient cruisers to the Admiralty, but we must not forget that this patriotic Dominion had already presented the Empire with a ship equal in power to the Australia. This vessel, the New Zealand, was to have been stationed as flagship in the Far East, but, at the request of the Admiralty, New Zealand permitted her to be kept in European waters, where she figures in the battle order of the Grand Fleet.



The parallelograms in this chart are drawn to scale, and they illustrate the growth and comparative importance of the British and German mercantile fleets since the year 1880. The British tonnage does not include colonial shipping, which would add about two million tons to the 1912 figures if included. They help to expose the fallacy of the German contention that Germany's merchant fleets required a protecting navy equal in number and power to the British Navy.

Altogether there were about twenty British ships of the cruising classes on foreign stations immediately before the outbreak of war, and only six of these were capable of high speed. There were many eminent naval authorities who looked back to the last great naval wars, when we had been compelled to keep nearly five hundred cruising ships in commission, and predicted that the Admiralty was following a policy which would lead to disaster, and that hostile cruisers would be able to inflict immense loss on our commerce at the outset.

So far as could be discovered from the disposition of her warships, Germany did not place any great reliance upon commerce destroying as a means of bringing about the downfall of this country. Indeed, General von Bernhardi, in his much-discussed book, "Germany and the Next War," said that although the war against British commerce must be boldly and energetically prosecuted, and should start unexpectedly, he nevertheless saw that Germany would have an almost impossible task before her, and that "no very valuable results can be expected from a war against England's trade."

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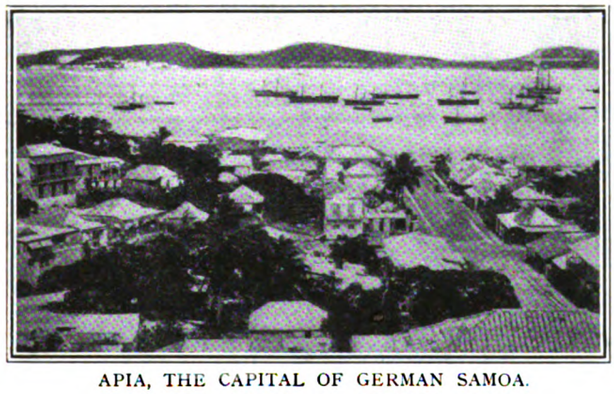


LUDERITZ BAY, COALING STATION OF GERMAN SOUTH-WEST AFRICA, CONTAINS COPPER MINES AND DIAMOND FIELDS.

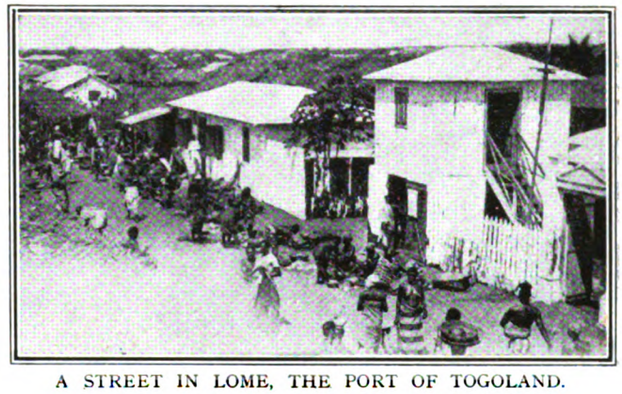




GERMAN COLONIAL SOLDIER ASTRIDE A ZEBRA AT DAR-ES-SALAAM, COALING-STATION OF GERMAN EAST AFRICA.



APIA, THE CAPITAL OF GERMAN SAMOA.



A STREET IN LOME, THE PORT OF TOGOLAND.



TSING-TAU, PORT OF KIAO-CHAU, WHICH GERMANY SEIZED FROM CHINA, AND JAPAN BLOCKADED ON AUGUST 24, 1914.

Any nation that aspires to maritime power must possess, at various strategic points, stations where her vessels can obtain the coal or oil which enables them to keep the sea. After the outbreak of war Germany was gradually relieved of her coaling-stations. The first to go was the Port of Lome, in Togoland, containing a valuable wireless-telegraphy station, captured on August 8th, 1914. Togoland completely surrendered on August 26th. Apia, in German Samoa, interesting as the burial-place of R. L. Stevenson, the novelist, was surrendered to a New Zealand force on August 30th. Germany's oldest colonial possession was acquired in 1884. Altogether her dependencies, before the war, totalled 1,027,820 square miles, their white population numbering 24,389, and their native population 12,041,603.

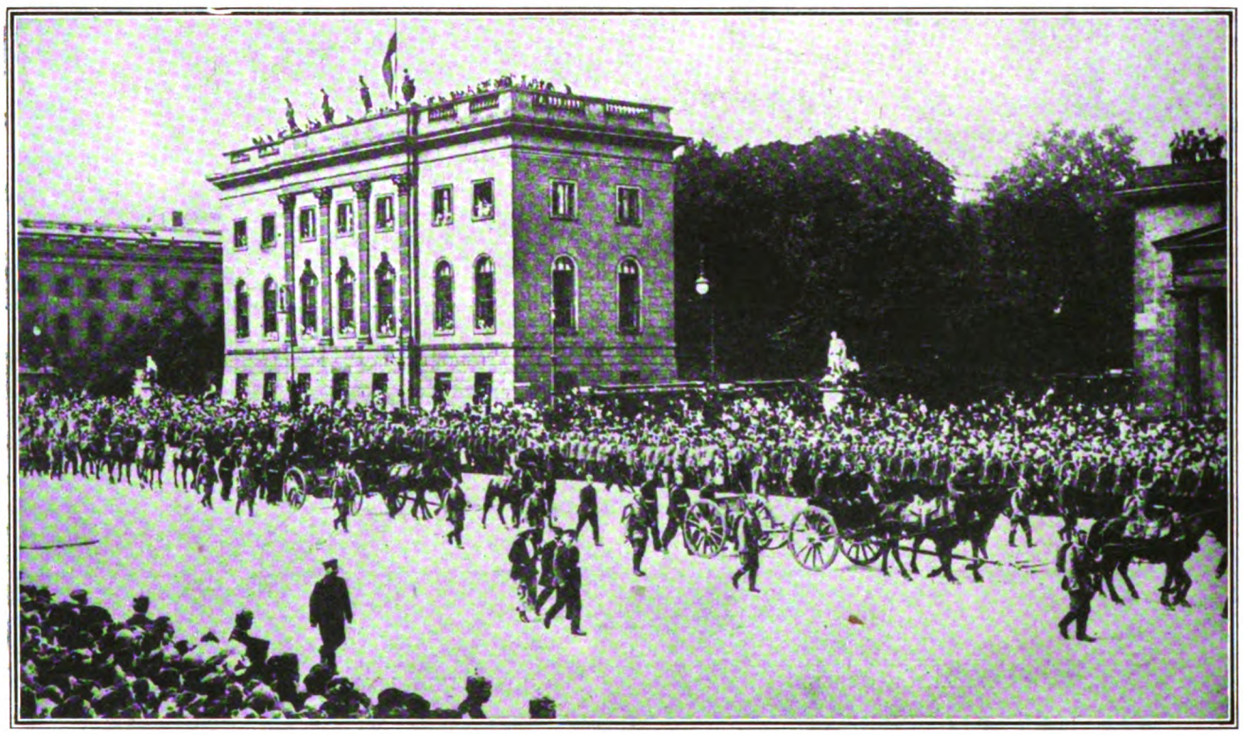
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The most powerful squadron which Germany kept on a foreign station in time of peace was that in the Far East, which consisted of two armoured and three light cruisers, and a number of gunboats. In the Indian Ocean was one fast cruiser. There were also a couple of old ships in the South Pacific, and four fast vessels in the Atlantic. The British forces immediately available for the attack on these German ships were greatly superior in numbers, though in fast ships Germany outstripped us. We had an enormous advantage, however, in the continuous line of British ports and coaling stations which extends round the globe, while Germany could boast no more than five bases outside the North Sea. These were Kiao-Chau in the Far East, Samoa in the Pacific, Dar-es-Salaam in East Africa, Lüderitz Bay in South-West Africa, and Lome in Togoland, on the West Coast of Africa.

The value of coaling stations

In her plans for the attack of British commerce Germany had to allow for the ease with which these few coaling stations could be masked or captured by squadrons of British cruisers. We shall see later how she overcame this difficulty.

Besides the regular cruisers of her fighting Navy, Germany had made preparations for fitting out a large number of merchant ships with guns and naval crews, and commissioning them on the outbreak of war for commerce destruction. This it was legitimate for her to do, although the same difficulties of coaling and replenishing



BERLIN CELEBRATES SEDAN DAY.

September 2nd is "Sedan Day," the blackest day in the French calendar, and the anniversary of the crowning disaster of the Franco-German War. The German armies tried hard to achieve a greater Sedan on September 2nd, 1914, but no such fortune attended their arms, and they had to content themselves by celebrating the first Von Moltke's great triumph by pulling in procession through the streets of Berlin guns captured from France and Russia during the opening weeks of the greater war.

stores which faced her regular cruisers would apply also to these armed merchantmen. But she also laid plans in another direction, which can best be described in the words that Mr. Churchill used in the House of Commons in March, 1913. "It was made clear at the Second Hague Conference and at the London Conference," he said, "that certain of the Great Powers had reserved to themselves the right to convert merchant steamers into cruisers, not merely in national harbours, but if necessary on the high seas. There is now good reason to believe that a considerable number of foreign merchant steamers may be rapidly converted into armed ships by the mounting of guns.

The arming of merchant ships

"The sea-borne trade of the world follows well-marked routes, upon nearly all of which the tonnage of the British mercantile marine largely predominates. Our food-carrying liners and vessels carrying raw material following these trade routes would in certain contingencies meet foreign vessels armed and equipped in the manner described. If the British ships had no armament they would be at the mercy of any foreign liners carrying one effective gun and a few rounds of ammunition."

Mr. Churchill went on to say that it would be obviously absurd to meet this menace by building cruisers in numbers equal to those of the armed merchantmen, and described a scheme by which a number of British food-

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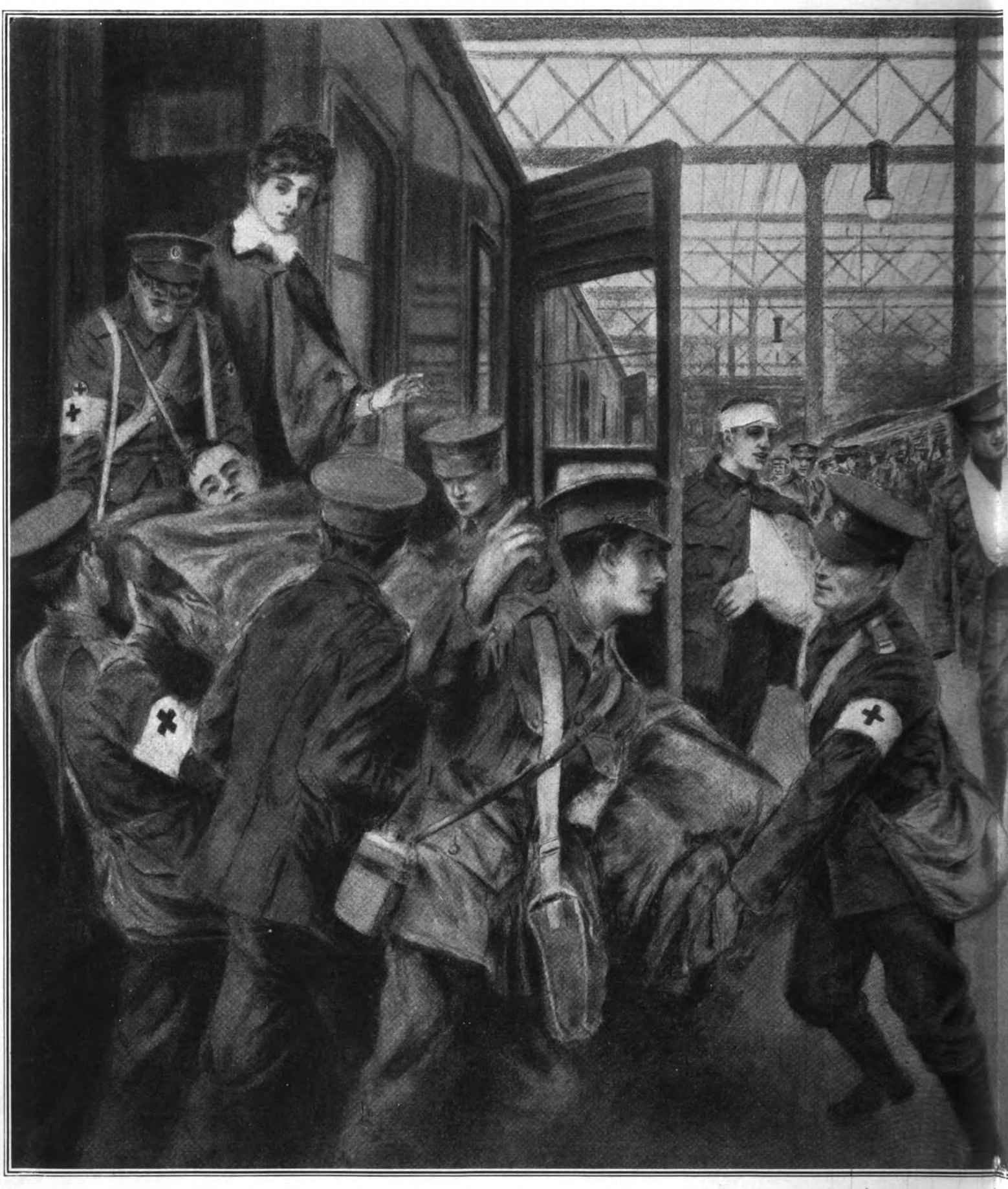
From the painting by John St. Helier Lander.

GENERAL SIR HORACE LOCKWOOD SMITH-DORRIEN G.C.B., D.S.O.

One of our ablest military leaders, Sir Horace Smith-Dorrien more than justified his appointment to high command in the British Expeditionary Force. He enhanced a reputation already high by his masterly conduct of the retreat of his army corps from Mons during the memorable week ending August 29th, 1914. In his historic dispatch of September 7th, Sir John French expressed his high appreciation of General Smith-Dorrien's services to his country in these words: "I cannot close the brief account of this glorious stand of the British troops without putting on record my deep appreciation of the valuable services rendered by General Sir Horace Smith-Dorrien. I say without hesitation that the saving of the left wing of the army under my command on the morning of the 26th August could never have been accomplished unless a commander of rare and unusual coolness, intrepidity, and determination had been present to personally conduct the operation."

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THE UNQUENCHABLE CHEERFULNESS OF THE BRITISH SOLDIER THAT



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HAS MADE HIM THE FINEST OF ALL THE WORLD'S FIGHTING MEN.



THE cost of war is great, not only in money, but in what to a nation is more than money—her glorious manhood.

When a country enters war with a high purpose and with her conscience clean she can face the loss with fortitude and reckon the result well worth the cost. Mr. Asquith, in his great speech at Edinburgh, on September 18th, 1914, expressed the opinion of the Army, the Navy, the nation, and the Empire when, speaking of those who had fallen in the cause, he said: "We shall not mourn them too much. One crowded hour of glorious life is worth an age without a name."

THE figures in this picture, sketched by our artist, who was a spectator of the scene at Waterloo Station, London, are expressive of the spirit that wins great battles, and "wins through" to victory. A contingent of British infantry was entraining for the field of war, and at the same moment a trainload of British wounded drew up at the opposite platform.

The camaraderie of arms and enthusiasm for the work in hand inspired the men as they greeted each other. The sight of those who carried home the wounds of battle was the touch of nature that aroused all the kinship of a common cause, and cheer after cheer was sent across the thronging platform, to be sent back again in feebler tones, but with as high an enthusiasm.

IT was announced officially on August 30th that reinforcements amounting to double the loss suffered to that date had joined the British Expeditionary Force, and this appeared to be the policy upon which the Army authorities acted in the matter of making good the gaps in the ranks during the early stages of the war before it was possible to augment considerably the strength of the fighting arm. The artist has tried to convey that idea into his work.

The ineradicable British habit of enjoying the sporting side of everything—even of war—invested the discomforts of trench work and the hardships of the camp with an interest that overcame all obstacles and disconcerted the attacking foe.

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THE DARING HORSEMANSHIP OF THE DREADED COSSACKS.

As fighters on horseback, the Cossacks have always had a personal ascendency over all other cavalry, and in the Great War of the Nations they maintained that ascendency. This scene shows them standing in stirrups crossed over the saddles and swimming their horses across a river. The Cossacks hold their land by a military service tenure, and are liable to duty for life. Service begins at the age of nineteen and lasts for twenty-four years in three distinct periods. First, there is three years' training in their home settlements, followed by twelve years in regimental headquarters. The second is a "home" furlough period, when the man keeps his horse and equipment ready for service, with a short term of training annually. Then there is a four-year period, when the Cossack is required only to keep his arms and equipment ready for service, with one training term of three weeks. Finally, for five years he is in the Reserves, and is only called upon for war service.

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carrying ships using the trade routes most likely to be threatened would be armed, " for purposes of self-defence," with two 4·7 in. guns mounted in the stern. By the time that war came, about forty ships had been armed in this way. Their equipment would not have been the slightest use to them in the event of their being attacked by a regular cruiser, or even by a merchant cruiser commissioned in the ordinary way, but it was believed that it would be sufficient to repel the attack of any vessel commissioned in the manner which the First Lord of the Admiralty had described.

Mr. Churchill was hotly attacked by the friends of Germany in England, who pretended to doubt whether a ship not properly commissioned and not under the control of its Government was, in international law, entitled to fire a gun, even in self-defence. In the early stages of the war the United States Government issued a proclamation to the effect that, as these vessels were virtually warships, they would not be allowed to use American ports. Subsequently, however, the embargo was removed, on condition that the



BELGIAN SOLDIERS LYING IN WAIT FOR GERMAN PATROLS BEHIND HASTILY-CONSTRUCTED STREET DEFENCES.



BELGIAN ARTILLERY IN ACTION
at Audogom, ten miles north of Alost.



HAVOC CAUSED BY THE GERMAN SIEGE ARTILLERY ON THE OUTER FORTIFICATIONS OF NAMUR.

After the heroic defence of Liège, and its successful arrest of the German advance for three weeks, it was anticipated that a similar defence would be offered by the Belgian fortress of Namur, but the heavy German siege-guns made havoc of it, and it fell on August 24th, 1914. This photograph was taken in one of the trenches of Namur, and illustrates the awful destruction wrought by the German artillery.

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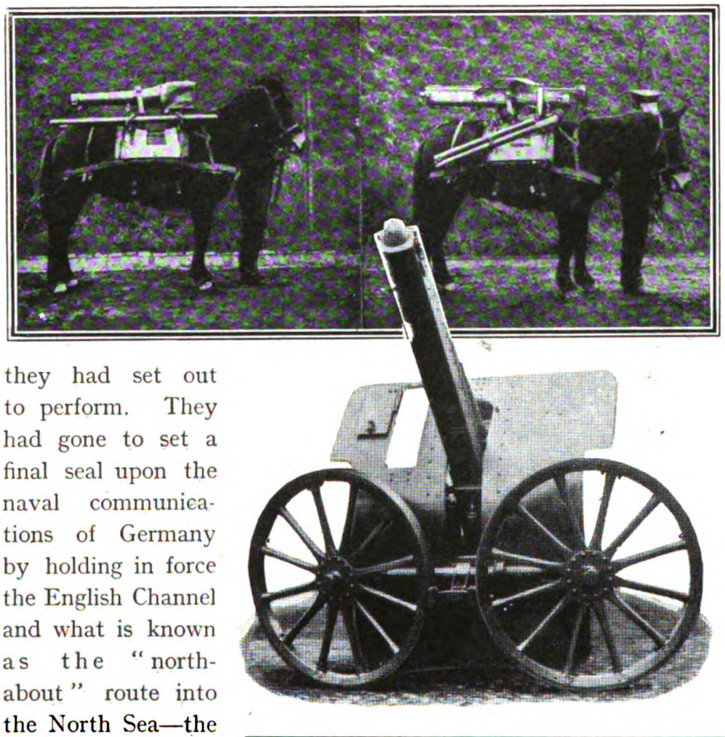
guns were of not more than 6 in. calibre, that they were mounted aft, and that the crew of the ship was not increased in consequence of their being mounted.

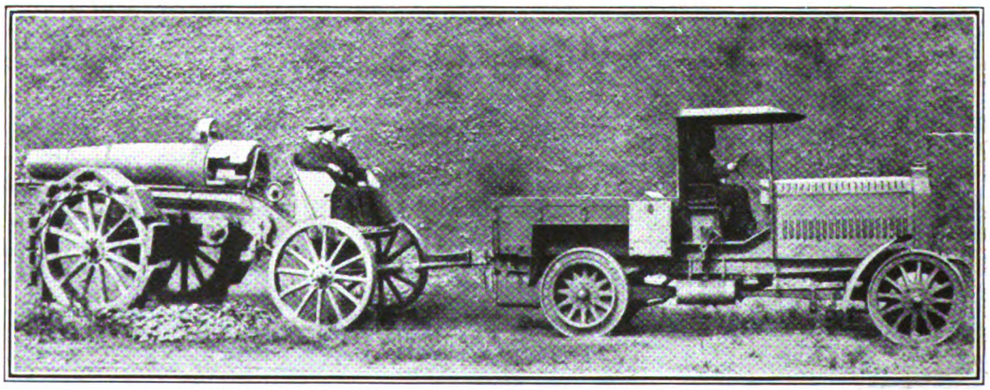
The most effective defence of British shipping, and the most deadly attack on that of our enemy, however, was provided by the Grand Fleet at home. A glance at a map will show that the British Isles lie like an enormous breakwater across the seaward communications of Germany. Excepting vessels engaged in the Baltic trade and in local coastwise traffic, every ship desiring to enter a German port has to pass near the shores of the British Isles.

The first measure which the British Navy took when war became inevitable was to move to its war stations. Although no one knew at the time where the fleets had gone, everyone knew what was the task they had set out to perform. They had gone to set a final seal upon the naval communications of Germany by holding in force the English Channel and what is known as the "north-about" route into the North Sea—the route that leads round the coast of Scotland to the German seaboard. The effect of this, when war broke out, was that no German ship, whether war vessel or trader, could enter or leave the North Sea without running the gauntlet of the British Navy. A few vessels may have succeeded in getting through by hugging the coast of Norway, and hiding during the day in the numerous fjords by which those shores are so picturesquely scarred; but for all practical purposes the grip of the British Fleet upon the oceanic communications of Germany was complete. By this disposition of our forces the maritime trade of Germany was brought to a standstill. Such vessels as were actually at sea had to choose between seeking the shelter of a neutral port and being captured by British cruisers. Those already in neutral ports were, wherever possible, warned by wireless to remain there; and those in German ports were unable to get out. By this same disposition our enemies were prevented from making any considerable addition to the forces available for the attack on British trade. One or two vessels, among them the Kaiser Wilhelm der Grosse, were certainly added to the cruiser squadron in the Atlantic, but in all probability these got out of the North Sea before war was declared, and before our own ships had any power to stop them. As for the merchant cruisers and armed merchantmen, upon which Germany was relying to no small extent, there is good reason to believe that many of these carried their guns and mountings permanently on board, and that ammunition was shipped from transports either at sea or, what is more likely, in neutral harbours.

Britain's grip on German sea routes

Wireless telegraphy was one of the new factors in the war against commerce, and was expected to play an important part in both the attack and the defence of commerce. After the first few days of war there was practically no German commerce left at sea for our ships to attack, and their energies were therefore





TYPES OF KRUPP GUNS IN USE BY THE GERMAN ARMY.

The mules are carrying portions of a 12-pounder Krupp mountain gun, one of them carrying the gun itself, and the second the mounting, while a third and a fourth mule, not seen in the picture, carry the shield and the ammunition respectively. The centre picture shows a Krupp 12-pounder anti-aircraft gun in position for firing, and the gun in the lowest photograph is an 11 in. Krupp howitzer with its motor-tractor.

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TROPHIES OF WAR CAPTURED BY BOTH SIDES.

At the top is a view of the main street in Cologne, where guns captured from the French are on exhibition; in the centre we have a glimpse of the barracks at Liege, in the hands of the Germans, with guns captured from the Belgians; and the third picture shows the Place Royale, in Nancy, where thirty guns taken from the Germans in Alsace are displayed.

concentrated upon hunting down the vessels which Germany had sent to sea for the destruction of our own merchantmen. With the assistance of wireless, merchantmen so equipped would be able to communicate at once to the nearest British warship the whereabouts of any hostile ship that might be encountered. We found later on that, whenever a German cruiser fell in with a defenceless British merchant ship, her first action was to threaten the ship with instant destruction if any single letter was signalled by its wireless operator. In those vessels which German cruisers stopped and boarded, but did not destroy, the wireless apparatus was invariably rendered useless, so that the whereabouts of the hostile ship could not be communicated.

We were also to find that, although in certain circumstances wireless telegraphy was a considerable assistance to our ships in their work, the Germans were frequently able by tapping and decoding our messages, to secure information enabling them both to waylay our merchant ships and to elude our cruisers. In order to prevent the leakage of news near home, the whole of the wireless service was taken over by the Government before the outbreak of war, and all privately-owned stations were ordered to be dismantled. Concurrently with the declaration of hostilities, an order was issued prohibiting the employment of wireless by all ships (with, of course, the exception of warships) in home waters. But the Germans were able to obtain much information through neutral wireless stations in the United States, in South America, and in the Dutch East Indies.

Fears for our food supply

In spite of the excellent reasons we had for believing in the ability of the British Navy to keep the trade routes clear and so to maintain an uninterrupted supply of food from oversea, the first few days of war led to something very much like a panic both in shipping circles, where reliance on the power of the Navy should have been highest, and among the general public. Perhaps the real reason for this state of affairs lay not so much in distrust of the Fleet as in ignorance of its strength and organisation.

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There was a wild rush for food supplies. Those who gave way to alarm honestly believed that provisions would, in a very short time, be forced up to famine prices. They proceeded to spend as much as they could afford upon the purchase of stocks sufficient to last them for months. Even the big stores were cleared out of their supplies of tinned milk and preserved meats, and in outlying districts flour became almost unprocurable.

Ministers appealed to the people to take things calmly, assuring them that there was no cause for alarm; then the panic was allayed, and prices began to settle down again. The alarmists, including several British newspapers, which published horrifying articles before the war as to the risk of famine, were surprised to discover that food ships were arriving at our ports almost as regularly as if war did not exist. Within a week or two the cost of food had sunk almost to its normal level. Those who had rushed in with huge orders for potted meats and comestibles found their larders loaded with all sorts of provisions which in the ordinary course they could not eat, and which had been bought at inflated prices. Meanwhile, in the markets and the shops, the usual articles of food—bread, vegetables, provisions, fresh meat—were being sold in undiminished quantities and at very little above normal prices.

The British Isles athwart Germany's path



The reasons for this were that the British Navy was keeping our trade routes comparatively clear of hostile ships, and that many cargoes of food bound for Germany were diverted to the United Kingdom Thus, by this one stroke, the position of our enemies was rendered still less favourable, while our own people reaped the benefit. In this fashion was the influence of British sea power doubly demonstrated It is true that Germany did not depend upon food supplies from oversea to anything like the same extent as Britain, but our enemies were yet to discover that the stoppage of ocean trade was a vital factor in the progress of the war



BRUSSELS IN THE GRIP OF THE INVADING GERMAN.
In the upper picture German soldiers are seen quartered in the Palais de Justice, one of the modern architectural glories of Europe; and in the lower picture, taken from the Hotel de Ville, they are seen in the Grande Place crowding round the army kitchens for their midday meal.

The warfare against commerce began immediately on the declaration of hostilities. Scores of German ships then lying in British harbours were seized by the Customs authorities, and the same fate naturally befell the British ships in German ports. The Declaration of London, which was subsequently adopted, with certain modifications, by the allied Powers as their code of conduct throughout the naval war, lays down that "when a merchant ship belonging to one of the belligerent Powers is at the commencement of hostilities in an enemy port, it is desirable that it should be allowed to depart freely, either immediately, or after a reasonable number of days of grace, and to proceed, after being furnished with a pass direct to its port of destination, or to any other port indicated to it."

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On the day of the declaration of war, the King issued a proclamation stating that, provided our ships were treated equally well in the enemy's ports, German merchantmen would be allowed to leave at any time up to midnight on August 14th—ten days after the declaration. At the same time the Government reserved the right to seize all ships of over 5,000 tons, or having a speed of fourteen knots or above; the obvious reason being that such vessels were capable of being converted into effective commerce raiders after they returned to a German port.

Great hauls of German merchantmen

At sea, the attack upon merchant shipping was prosecuted with vigour, and in this respect we held an enormous advantage over our enemies because of the number of cruisers we had available for such work, and the fact that all ships making for Germany from any country but Sweden, Norway, or Holland, had to make their way past our squadrons in the Channel and the North Sea. Many German ships were captured as they came up the Channel, and others in the attempt to reach their home ports by running round the North of Scotland. Nor was it only in home waters that this war upon German commerce was waged; for when Great Britain went to war the Empire went to war, and at every British port throughout the world where there was a German ship, that ship was detained.





WITH THE KAISER'S HOSTS IN BELGIUM.

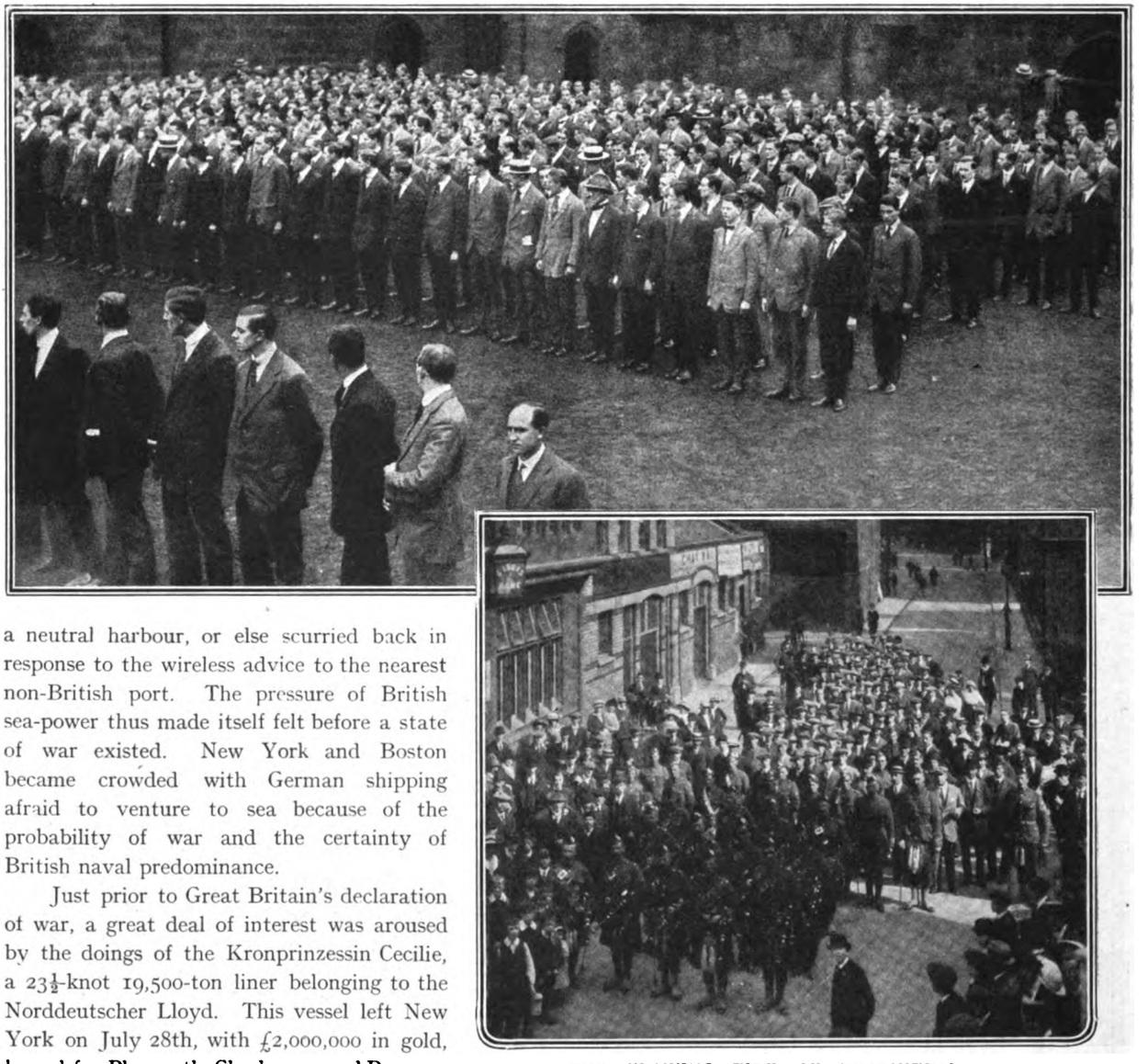
A German outpost, in the lower photograph, is waiting not far from the suburbs of Brussels for an expected Belgian attack; and in the upper, some infantry of the German Ninth Army, commanded by General von Boehn, are on the march.

Our cruisers, advised at once by cable and wireless of the outbreak of war, were instantly on the look-out for German ships at sea; but, unfortunately, the success of their activities was largely curtailed by Germany's initiative in forcing war upon us. On August 1st, and possibly even before then, urgent cables were sent from Germany to all the neutral ports used to any great extent by German vessels, ordering that such ships as were there should remain in port, and that all German vessels within wireless range should be advised immediately to return.

By this means the British Navy was robbed of the opportunity of capturing such large ships as the Grosser Kurfürst and the Friedrich der Grosse, of the Norddeutscher Lloyd line, which had just left New York and promptly returned there; while further evidence of Germany's determination to drag this country into the war is provided by the fact that orders were sent at the end of July to many German ships in British ports oversea that they were to make for the nearest neutral port with all possible speed, the object being to prevent their detention by the British authorities.

Even before war was declared, therefore, we had gone far towards driving German commerce off the seas. German liners, food-carrying ships, and tramps, either drew their fires and prepared for an indefinite sojourn in

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THE FLOWING TIDE OF RECRUITING.
Upper Picture: A section of the Old Public Schools and University Men's Force at their first parade in Manchester. Five thousand recruits for this force were obtained within ten days. Lower Picture: Recruits for the Seaforth Highlanders, raised by the exertions and financial support of a few prominent Scots in London, leaving the London Scottish headquarters, Buckingham Gate, London, en route for Bedford and war service.

a neutral harbour, or else scurried back in response to the wireless advice to the nearest non-British port. The pressure of British sea-power thus made itself felt before a state of war existed. New York and Boston became crowded with German shipping afraid to venture to sea because of the probability of war and the certainty of British naval predominance.

Just prior to Great Britain's declaration of war, a great deal of interest was aroused by the doings of the Kronprinzessin Cecilie, a 23½-knot 19,500-ton liner belonging to the Norddeutscher Lloyd. This vessel left New York on July 28th, with £2,000,000 in gold, bound for Plymouth, Cherbourg, and Bremen, the gold being consigned to London and Paris. She had almost reached the British Isles when she was informed by wireless of the probable declaration of war between Great Britain and Germany, and she seems at first to have endeavoured to proceed straight to Bremen round the North of Scotland.

Thinking better of this manœuvre, she turned tail and fled at full speed back to America, where she arrived only just in time; for while a state of war existed from midnight on August 4th, the ship arrived at Bar Harbour, off the coast of Maine, at half-past six on the following morning, after an exciting run. Disguised by painting her funnels a different colour, and spreading canvas over her bow and stern, she made for the nearest point at which she could claim the protection of the United States, and she subsequently crept along the American coast to the most convenient harbour.

The escape of the "Gold Ship"

The safe arrival of the ship was not altogether unwelcome in this country, because the delivery of the cargo of gold had been insured principally in the London market, which would have become responsible for payment of the loss if the cargo had been captured. As the gold was consigned to London and Paris, and as there could have been no question of liability to Germany, an enemy Power, such anxiety as was felt in insurance circles in this country was hardly justified. One of the most interesting features in the full-speed run of the Kronprinzessin Cecilie back to America was that a number of American bankers, who happened to be among the passengers, offered to buy the vessel and place her under the American flag. It is to the credit of the German captain that he refused the offer and preferred to take his chance.

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Our own merchant shipping at the beginning of the war gave way to a state of temporary panic hardly less complete than that of our enemies. By a stroke of good fortune there happened to be a strike in progress among the engineers of a large section of our merchant shipping, with the result that many vessels which might at the outbreak of war have been in German ports were actually laid up at home, and so were saved to us. Many owners, who had been frightened by " scare " articles, cancelled the sailings of their ships ; but the panic manifested itself most strongly in the insurance market.

The great bulk of British shipping—about four-fifths—was covered by a mutual system of insurance, which provided an indemnity for war risks incurred by ships actually at sea at the outbreak of war, up to the time they reached the nearest British or neutral port. Although this met the interests of the shipowners well enough, it is obvious that it involved a grave danger to the country, inasmuch as it offered a direct inducement to ships to make for the nearest port at the outbreak of war, and to remain there until its close. The insurance rates for covering actual war risks leaped up to an absolutely prohibitive figure, as much as seventy-three guineas per cent. being asked in some cases. The result of this was to close down several routes altogether for a brief period, since voyages could only have been undertaken at serious financial loss.

Effect of exorbitant insurance rates

The first move back to normal conditions was brought about by the scheme of State Insurance for shipping which Mr. Lloyd George announced in the House of Commons on the day of the declaration of war. He pointed out that what was wanted was a scheme to encourage shipping to keep the seas, in order that the supply of food and raw material might be maintained and our trade kept going in war as in peace. It was therefore arranged that, as regards the insurance of the ships themselves, the Government was to fix the premium and to receive eighty per cent. of it, and to assume the responsibility for eighty per cent. of the risk, the remainder being covered by the insurance companies and combinations. The Government also opened an office for the State insurance of cargoes, reserving the right to vary the premiums from a maximum of five guineas to a

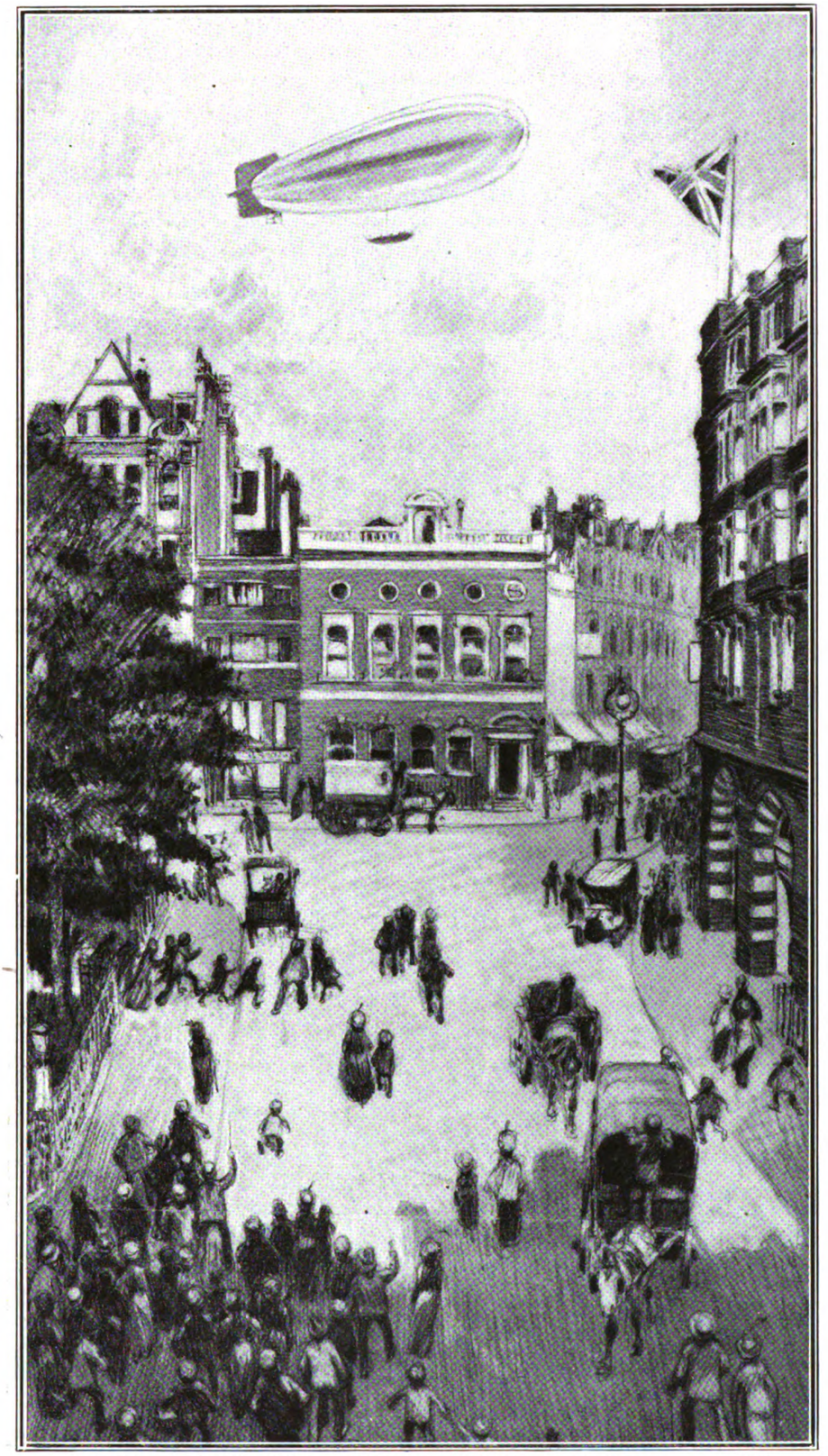




IN A STRANGE LAND, BUT CERTAINLY NOT DOWNHEARTED.

British soldiers are comfortable in the midst of discomfort. An alfresco meal, with coal-heaps for background, stone cobbles for tables, sans linen, sans plates, sans almost everything, was all in the day's work to our soldiers in France. The upper photograph shows such a rough-and-ready meal; the lower one, Royal Marine Light Infantry landing at a Continental seaport.

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BRITISH AIRSHIP OVER LEICESTER SQUARE, SEPTEMBER 22ND, 1914.

On September 10th, 1914, the Commissioner of Police of the Metropolis advised the public that a British airship would sail over London, and warned inhabitants not to be alarmed at its presence, or fire at it in the mistaken belief that it was hostile. On September 22nd a naval airship sailed round the City of London and the West End, passing over the Admiralty, the War Office, and Buckingham Palace. This drawing, by an eye-witness, represents it as it appeared from Leicester Square.

minimum of one guinea per cent. These arrangements had a vastly reassuring effect on the mercantile community. The terms offered were exceptionally favourable, and indicated the confidence of the Government in the ability of the British Navy to control the trade routes, and to keep them clear of hostile ships. Liners, cargo boats, and tramps began to resume their normal sailings.

Their progress was at first watched with a natural anxiety, because we had received no intimation, either of the hostile forces available for attacking them, or of the plans laid by the Admiralty for checking the schemes of the enemy. Enormously to the surprise of those who had croaked so loudly of risks, it was found that the great majority of our ships not only completed their voyages in safety, but that they crossed thousands of miles of ocean without seeing even a sign of war.

One or two fell in with the enemy, and in South American waters two British ships, the Hyades and the City of Winchester, were sunk soon after the outbreak of hostilities by the German light cruiser Dresden, which was lying in wait on the trade routes north of Pernambuco. In the South Atlantic the British Fleet was represented before the war only by the light cruiser Glasgow, and although she was larger, more powerfully armed, and slightly faster than the German vessel, the task of finding and rounding-up the enemy in such an enormous

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BRITISH GIRLS PRESENTING CIGARETTES TO FRENCH SOLDIERS IN PARIS.

A British girl hands cigarettes to French Cuirassiers as they pass through Paris on the way to the front. France possesses twelve regiments of cuirassiers, having steel cuirasses with a brass plate. Germany has an equal number, the cuirass being of white metal. These cuirasses weigh from 13½ to 16 lb. British Life Guards and Royal Horse Guards wear, in peace time, steel cuirasses which cost £3 6s. each. Russia's four regiments of cuirassiers wear cuirasses made of iron and copper, weighing 30 lb.

expanse of ocean was naturally one of infinite difficulty. The crews were taken off the British merchantman before they were sunk; and the loss was somewhat mitigated by the fact that the Hyades, although a British ship, had been chartered by a German firm in Buenos Aires to take a cargo of maize to Germany by Rotterdam.

In the North Atlantic one or two exciting incidents occurred during the early days of the war, but owing to the great superiority of the British and French forces in those waters, things quickly began to resume their normal condition. When war was declared, the Cunard liner Lusitania was lying at New York, and it was reported that the German cruisers Karlsruhe and Strassburg were keeping a discreet eye on the route to Fishguard, in the hope of being able to account for this vessel, which, besides being one of the largest and fastest boats in the British mercantile fleet, was also held at the disposal of the Admiralty for conversion, if need be, into a merchant cruiser.

The British commander-in-chief on the North Atlantic station therefore suggested that the Lusitania should cross under convoy, guarded by one of the cruisers under his command; but there was no cruiser there which had anything like the speed of the Cunarder, whose skipper therefore declined the offer, and determined to trust to his pace. The Lusitania left New York on midnight on August 5th, and, with lights out, proceeded on a course different from that ordinarily followed by Transatlantic shipping. Nevertheless, she was seen and chased by the German cruiser Dresden, which at that time had not proceeded south; but, thanks to her speed, she was able to get safely away. In this she was largely favoured by fortune, for hardly had she successfully shaken off her pursuer, than one of the turbines broke down, and she had to complete the voyage at a speed of under twenty knots.

The Lusitania's fortunate escape

She arrived safely in British waters; but what was intended at the outset to be the quickest run across the Atlantic yet made proved to be the slowest the Lusitania had ever recorded. It was distinctly fortunate that the breakdown in the engine department did not occur while the German cruiser was in sight, for either the Dresden, the Strassburg, or the Karlsruhe could easily have overtaken the great liner at the reduced speed she was forced to adopt.

A similar adventure befell the French liner Lorraine. She also was at New York at the outbreak of war, ready to return to France with four hundred and fifty reservists for the French Army on board. In view of the known presence of German cruisers in the Atlantic, the captain called his officers and crew together and asked them whether they should risk the run across. The reply was an enthusiastic affirmative, and the vessel left New York

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twelve hours after the Lusitania. Her speed was considerably less than that of the British liner, and things looked unpleasant for her when, on the very evening of her departure, she sighted the Dresden.

There seems little doubt, however, that the German cruiser had consumed too much fuel in her fruitless chase of the Lusitania to be able to pursue the French ship for long, and the Lorraine got safely away. Shortly after escaping this danger the wireless operator on the liner intercepted messages passing between the other German cruisers, from which it was obvious that they were keeping a sharp look-out for her. Here again, however, fortune stepped in. A fog descended on the Atlantic, and with its assistance the Lorraine was enabled to get beyond the possibility of capture, and reached Havre in safety.

The experiences of these vessels, although they came through unscathed, were sufficient to add to the disinclination of shipowners to send their vessels to sea. It goes without saying that there are comparatively few merchant ships with a speed equal even to the twenty-one knots of the Lorraine, and none could reasonably hope for the providential fog which came to the assistance of that ship. The general effect, therefore, might have been serious; but confidence was quickly restored by an announcement made by the Admiralty on August 6th—only two days after the war had begun—to the effect that the whereabouts of all the German cruisers in the Atlantic was known, and that the necessary steps had been taken to deal with them.

A fog that saved a French ship

In point of fact, immediately on the outbreak of war, the Admiralty had greatly increased our cruiser strength in the North Atlantic, and the French forces of the same character had also been considerably strengthened. As Germany was known to have no more than five cruisers in the whole of the Atlantic Ocean—Austria having none—while twenty-four British cruisers were scouring that ocean, it was



A KIND-HEARTED FRENCH TROOPER ASSISTS HOMELESS PEASANTS.

The plight of many thousands of peaceful French and Belgian peasants, driven from their humble cottages and farms through fear of German brutality, was pitiable in the extreme. This photograph shows a French cavalryman handing a money gift to some ruined peasants who have abandoned their home, and fled with their two small children, rather than face the unknown terrors of a visit from German soldiers.

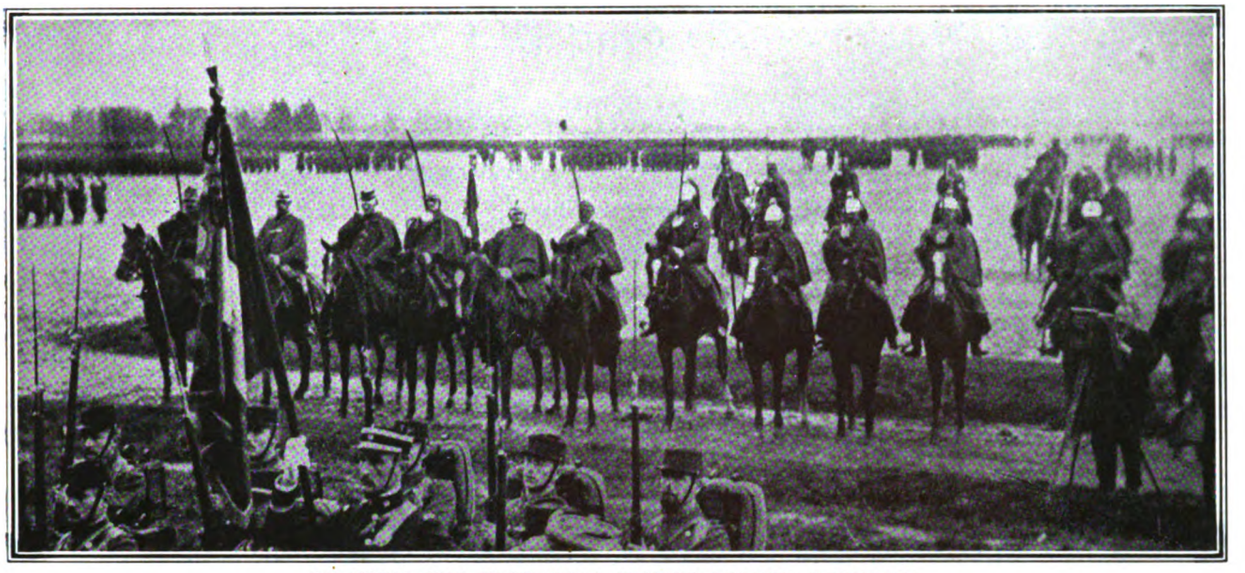
seen that the risks to shipping were almost negligible. The result was a rapid drop in insurance rates and a corresponding increase in the volume of merchant shipping.

During the early days of the war we heard, as a matter of fact, very little of the doings of German commerce destroyers, and the first which came into prominence was the Kaiser Wilhelm der Grosse. There was no news of her until she was rounded up and sunk by a British cruiser, but subsequent revelations showed that she had quite an adventurous career before she was sent to the bottom. In normal circumstances she was a vessel belonging to the Norddeutscher Lloyd running between Bremen and New York. Built in 1897, she was six hundred and twenty-six feet long, and displaced 14,349 tons, while her designed speed was twenty-two and a half knots. She was, moreover, one of those vessels which Germany had arranged to take over in the event of war, and to fit out as a commerce destroyer.

Escapades of the Kaiser Wilhelm der Grosse

She was lying at New York at the outbreak of war, preparing to make her ordinary passage across the Atlantic; but as soon as she received the news all her passengers and ordinary cargo were put ashore, and, filling up with coal and stores, she slipped away out of sight. Exactly what her proceedings were will probably never be known. It was practically impossible for her to get into a German port, because as soon as war was declared a cordon of British warships was drawn across the approaches to the German harbours. The next exploit in which she figured

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SALUTING THE FLAG OF A FAMOUS FRENCH REGIMENT.

The flag of the Chasseurs-à-pied is decorated with a Roman Eagle, a sergeant of the regiment having captured an Austrian Eagle at the Battle of Solferino on June 24th, 1859. There are thirty battalions of the Chasseurs-à-pied, light infantry, corresponding to the Rifle Corps of the British Army, and their uniform consists of dark-blue tunics and iron-grey trousers.

was the capture of an English fishing vessel, the Tubal Cain, off Iceland. This happened much too soon after her departure from New York to permit of the possibility of her having embarked her armament and ammunition at a German port. Either she carried these accessories on board, or else she shipped them in a neutral port or from a vessel which she met at sea. It is at least certain that she did not return to Germany for them.

In point of fact, there is no reason to doubt that the Kaiser Wilhelm der Grosse had carried her war instructions on board ever since she was first put into service. She had evidently been ordered in certain circumstances to attack British trade on the South African route; for within a few days she was cruising to the south of the Canary Islands. Here she had a merry but a brief existence, though her career was marked throughout by a courtesy which was sadly lacking among the Germans ashore.

Harassing British African trade

On August 14th, the Union Castle liner Galician, homeward bound from the Cape, was approaching the Canaries when she received a wireless message from the British cruiser Carnarvon asking her to state her exact



A LULL IN THE FIGHT AT SOISSONS IN THE GREAT BATTLE OF THE RIVERS.

Soissons, on the River Aisne, saw much of the fiercest fighting during the course of the great battle. Shells from the opposing armies screamed through and over the town, and hand-to-hand conflicts took place in the trenches near by. This picture shows an African Chausseur, two Turcos, and three British soldiers photographed in front of a building that suffered severely from artillery fire.

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position. As the captain of the liner had been warned of the possibility of finding hostile ships in his track, he was probably far from displeased to know that a British warship was somewhere in the neighbourhood—at any rate, within wireless call. Everything went well until, shortly after noon on the following day, a large vessel was seen coming up astern. Anxious eyes watched her, but not until the pursuing ship had almost come up with the Galician was it possible to recognise her as the Kaiser Wilhelm der Grosse.

Immediately the wireless operator in the liner began to send out the "S.O.S." message, hoping that the Carnarvon would still be within reach; but hardly had the first letter been clicked out when the German cruiser interrupted with a peremptory: "Send one letter more and I sink you." The Galician was ordered to heave to, and a boat's crew from the Kaiser Wilhelm went aboard. Their first action was to destroy the wireless gear, and then the passengers and crew were drawn up on deck for examination. Two of them turned out to be soldiers returning to England, and these were made prisoners, and instructed to pack their belongings and prepare to return with the Germans.

German Navy men who were gentlemen

To everyone else the boarding party were studiously polite, and rather apologetic for the work they had to do. They requisitioned a quantity of quinine, for which they paid, but they refused to accept a gift of cigars and cigarettes which was pressed upon them, because, as they said, "We should not like it to be said that we robbed the ship." Their examination complete, the Germans went back to the Kaiser Wilhelm with their prisoners, and instructions were given for the Galician to follow closely. This she did all night, the ships steaming in a southerly direction with shrouded lights half through the night, the object of the German vessel being to get well off the main trade route. Soon after midnight the cruiser signalled: "Provision all your boats for five days. You will have to abandon your ship."

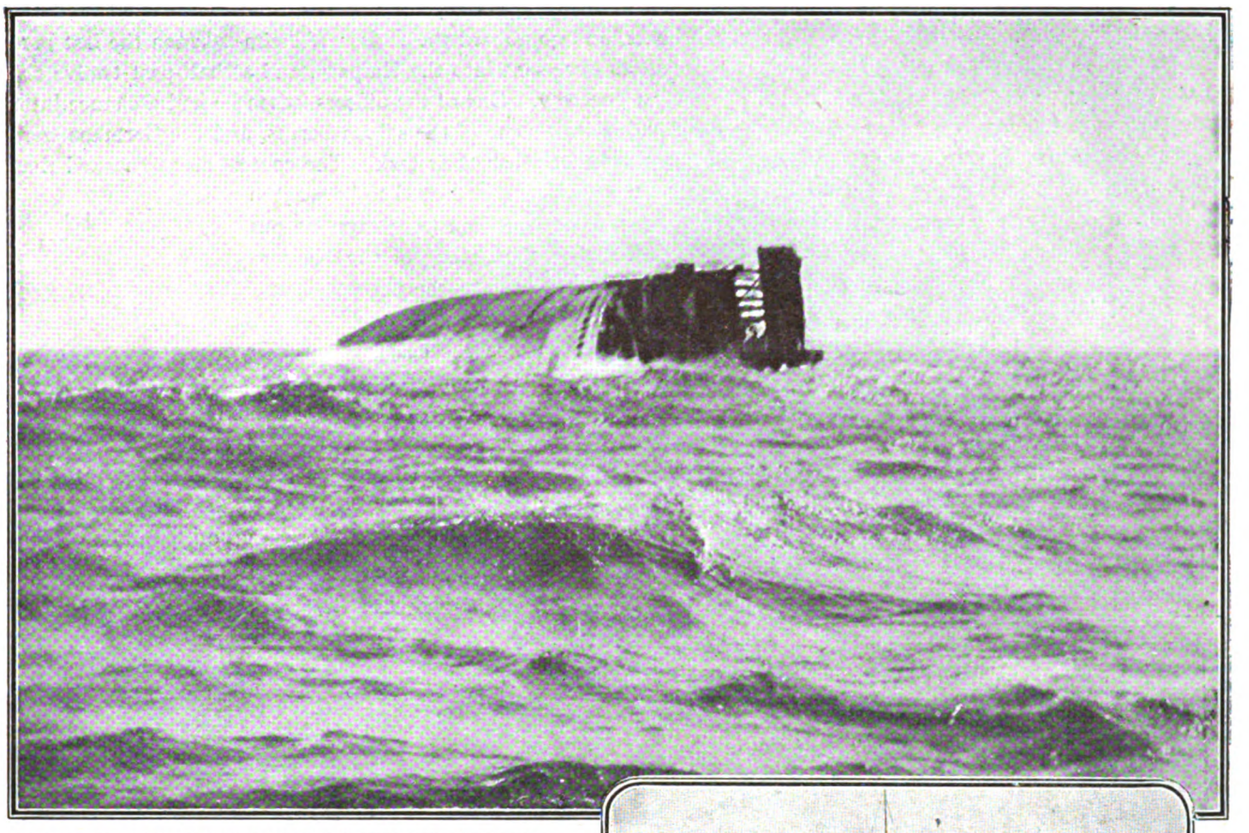
What this meant everyone knew. They were to be set adrift and left to be picked up by a passing vessel, or to find their way to the nearest coast, while the German cruiser sent the Galician to the bottom. There was no help for it, however, and the work was begun with a will; but within half an hour there came another signal from the Kaiser Wilhelm. "No more orders. You are released. Good-bye!"



THE RIFT OF DAWN IN THE TRENCHES ON THE BATTLE-LINE.

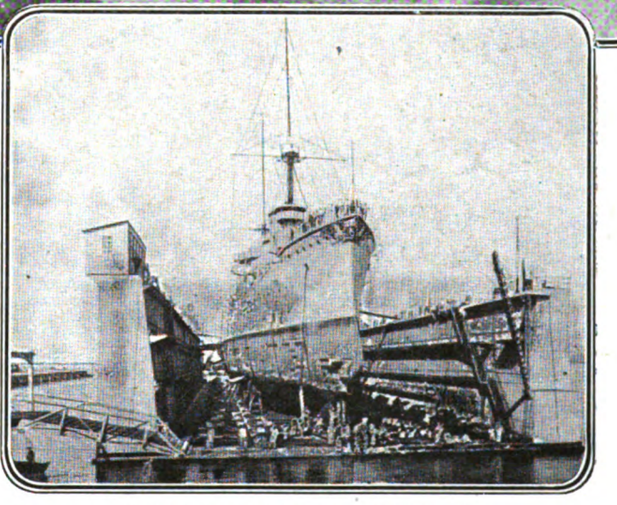
This impressive picture was taken in one of the trenches in France when a sentry stood guard over his fellows who were sleeping after a stiff and exhausting fight on the day before. On this occasion they had been allowed to sleep undisturbed through the night, instead of having the frequent experience of having to rouse themselves and spring to their rifles to make or repel an attack.

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GERMAN "COMMERCE DESTROYER" DESTROYED.

"Bravo, Highflyer!"—In these two words, sent by wireless, the British Admiralty conveyed their congratulations to the British light cruiser Highflyer after the successful attack on the Kaiser Wilhelm der Grosse on August 27th, 1914, off the West Coast of Africa. The photograph shows the German ship, a Norddeutscher Lloyd liner of 14,349 tons, which was converted into a "commerce destroyer" as soon as war was declared, after the Highflyer's guns had finished her career and she was about to disappear for ever beneath the Atlantic waves.



FLOATING DOCK AT TSING-TAU.

Germany expended vast sums on the equipment of Kiao-Chau, her colony in China, of which Tsing-Tau is the port, which Japan began to blockade on August 24th, 1914.

The people on board the Galician, it is hardly necessary to say, were vastly relieved by this sudden change in their prospects, even though at first they could make neither head nor tail of it. The cruiser went off at full speed, and was soon out of sight, while the Galician went about, and resumed her voyage to Teneriffe.

Arriving there two days later she learned that the wireless message which the Kaiser Wilhelm had interrupted with a threat to sink her had just gone far enough to indicate to two of our cruisers in the vicinity that a British ship was in danger somewhere to the south. They had, therefore, set off in that direction, endeavouring to get in touch with the Galician by means of wireless. That ship, of course, did not receive the messages, but they were picked up by the German, who must have come to the conclusion that the British ships were getting too near to be comfortable, and much too near to allow of the people being taken off the Galician prior to that ship being sunk.

Other escapades of the Wilhelm der Grosse

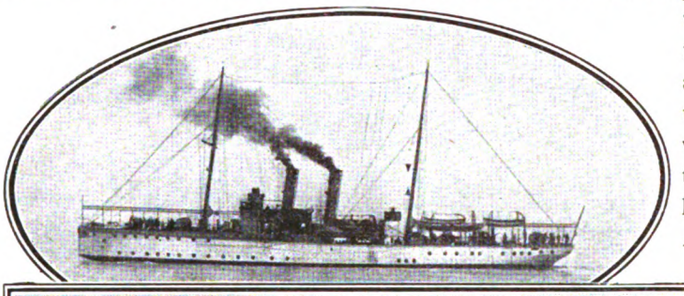
Another British ship, the Arlanza, was also stopped and released by the Kaiser Wilhelm der Grosse, but there were two which did not come so well out of the meeting. On August 16th the New Zealand Shipping Company's steamer Kaipara, from Monte Video, was approaching the Canaries cautiously, having, like the Galician, been warned of possible enemies, when, in the early morning, the Kaiser Wilhelm der Grosse was sighted in chase. As before, an attempt was made to use the wireless apparatus, but again came the threat from the German ship: "If you use your wireless, I will use my guns."

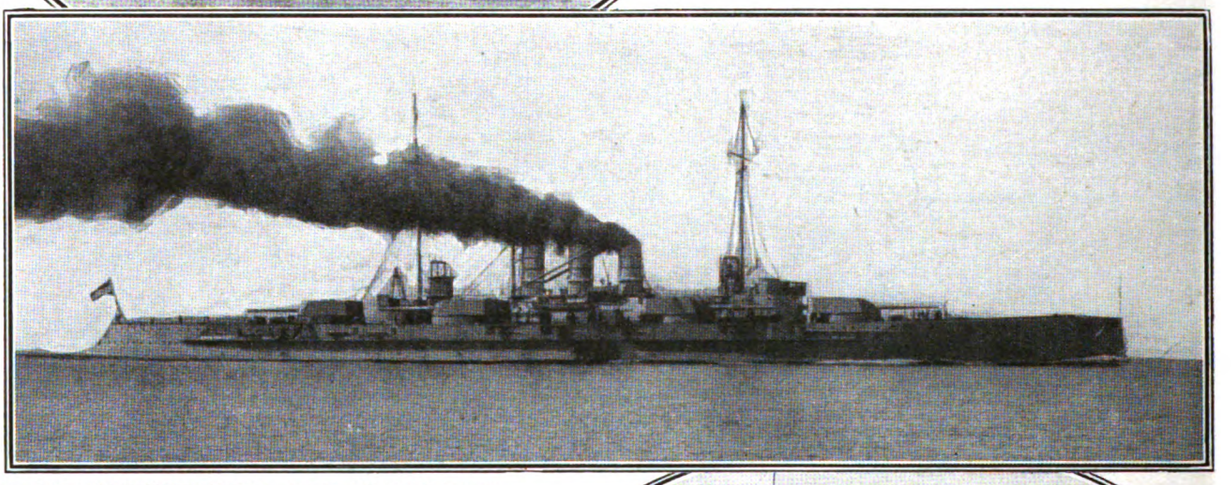
The warning was effective, and the captors proceeded about their business without the least delay. A boat

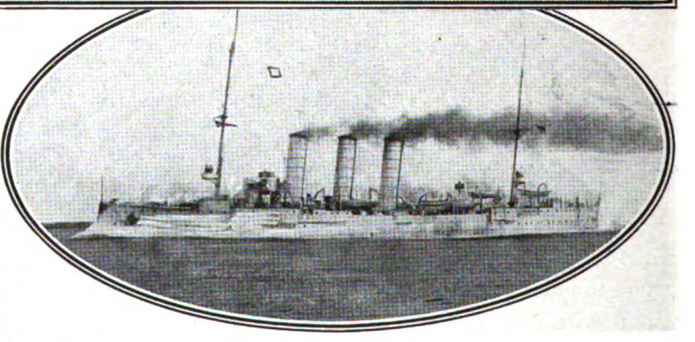
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put off, and the Kaipara was boarded. Her wireless was smashed, explosives were placed in the hold, and the crew ordered to take their belongings, get into the boats, and go aboard the Kaiser Wilhelm. When the last man had got aboard the cruiser opened fire. Fifty-three shots were sent into the Kaipara, and at half-past twelve she sank. The captured crew were treated with the utmost courtesy. One of the officers, when he had a chance later on of telling of his experiences, said: "We were provided with some of the saloon berths, and the Germans were most polite to us. It was evident that they did not altogether relish their task. The commander remarked that it was a painful proceeding for him to have to sink our vessel, as it appeared to be wanton destruction of valuable property." However, this did not prevent him from carrying out his orders to the best of his ability, for within a few hours of the sinking of the Kaipara another British ship, the Nyanga, was rounded up and treated in exactly the same fashion. Having accomplished this, the Kaiser Wilhelm der Grosse went into Rio del Oro Bay, in Spanish territory, on the West African coast, where she coaled from a German tramp steamer, the Duala, which had been disguised to represent as closely as possible a Union Castle liner. She then proceeded to sea and cruised about for a week, without, however, doing any further damage, the reason being partly, no doubt, that her exploits had scared British shipping off the route. On August 27th she had again to put into Rio del Oro

Sinking of the Kaipara and Nyanga







SOME INTERESTING UNITS OF THE GERMAN NAVY.

The German gunboat Panther, seen in the top picture, was the ship sent out by the Kaiser to Agadir during the historic dispute about Morocco in July, 1911, and it was erroneously reported sunk in the Mediterranean on August 2nd, 1914. In the middle picture we see the German Dreadnought Helgoland, completed in 1911, a battleship of 21,000 tons displacement and twelve 12 in. guns, and below is the small cruiser Bremen, a 23-knot boat of 3,250 tons, completed in 1904, which proved of some little use to Germany in the early stage of the war in chasing and harassing British merchantmen.

to coal, being met this time by the colliers Magdeburg, Bethania, and Arucas; and it was here that she came to the end of her adventurous career. What happened can best be described in the words of Chief-Officer Wilde, of the Kaipara, who was still a prisoner on board.

The end of a great liner

"I think it was on the Wednesday, about half-past twelve, while the Kaiser Wilhelm was coaling, that we heard the boatswain piping, and the men rushed up on deck with pistols and bayonets. A petty officer, who spoke English, remarked to me, 'You'll be all right by-and-by I think it's a British cruiser.' Nothing happened, and coaling was resumed shortly afterwards, the impression being that there had been a false alarm. At two-thirty, however, the captain-lieutenant came to us and said: 'Gentlemen, you will please go to the collier at once. A British cruiser is going to open fire.' We got what clothes we could and jumped aboard the collier Arucas.

"Orders were also given to a large number of officers and men of the Kaiser Wilhelm to board the colliers.

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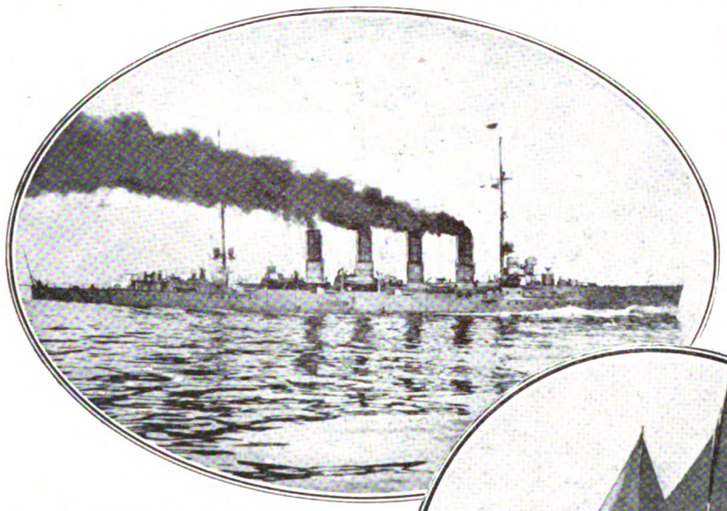
THROWING OVERBOARD ALL INFLAMMABLE LUXURIES WHEN A BATTLESHIP IS CLEARED FOR ACTION.

When battleship decks are cleared for action their cabins must be denuded of unnecessary woodwork, lest a hostile shell burst near and start a dangerous fire. From one of the big ships that, early in August, began the blockade of the German North Sea coast, fully one thousand pounds' worth of handsome furniture, including two pianos and an organ, was flung overboard into the North Sea. The officers' quarters principally suffered. To use the phrase of a sailor who assisted at the sacrifice, "It was like throwing a gentleman's drawing-room into the sea."

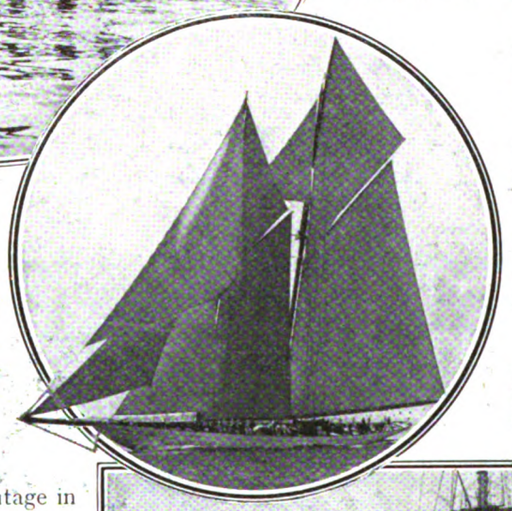
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They did so, and as they jumped from the Kaiser Wilhelm many of them threw their arms into the sea. Suddenly the British cruiser, which proved to be the Highflyer, opened fire, and the Kaiser Wilhelm replied. The Arucas was still made fast to the Kaiser Wilhelm, and the shells whizzed over our heads. The first shot gave us a bit of a shock, but we soon got accustomed to it, and our men conducted themselves with great coolness.

"I took charge of the wheel of the collier for a time, and gradually we moved away from the doomed vessel, which never had a chance against the cruiser, owing to the short range of her guns. We could see the shells from the Kaiser Wilhelm dropping short. One of the Highflyer's first shots disabled the German's port quarter gun and took part of the bridge away. I think the Arucas was about eleven miles away when the Kaiser Wilhelm went down, so that we did not see her sink. Before we had got under way, and while the shells were passing over our heads, some amusement was caused in the Arucas by one of our number impersonating a bookie and asking for bets on the result of the shooting. The Bethania, on board which were a number of the Kaiser Wilhelm's crew, was hit amidships by one of the shells from the Highflyer. The Arucas made for Las Palmas, where we joined the Inanda and sailed for London the same day."

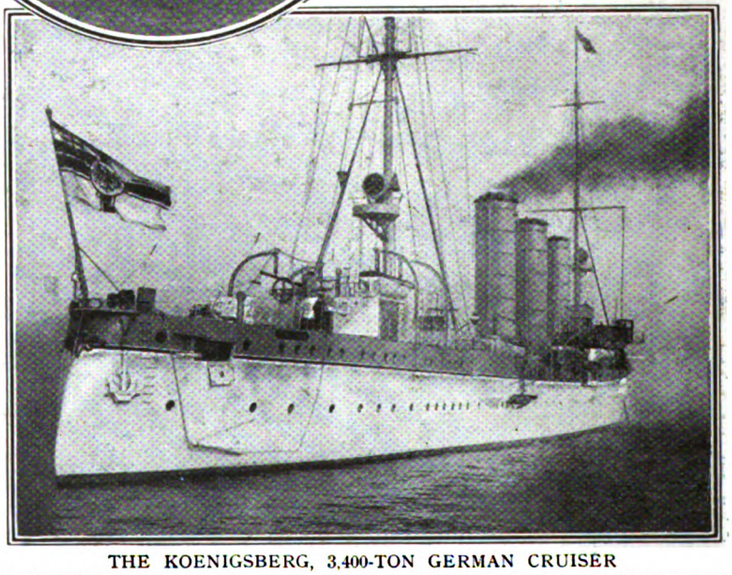


THE MAGDEBURG, A SMALL GERMAN CRUISER
of 4,550 tons, ran ashore at the entrance to the Gulf of Finland on August 27th, 1914, and was blown up by her captain.



THE GERMANIA,
yacht owned by head of the Krupp concern, had come before the war to the Solent and was detained at Southampton by order of the British Prize Court.

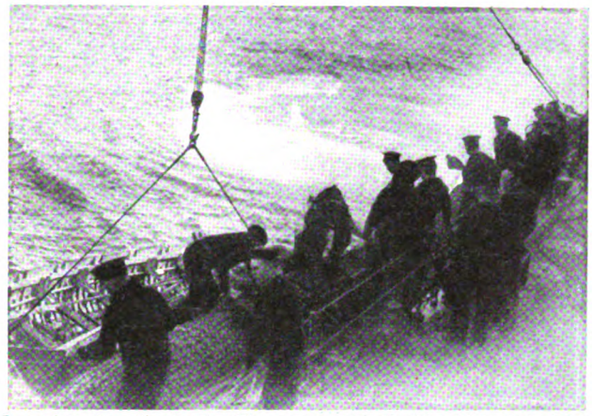
The Kaiser Wilhelm was a much heavier vessel than the Highflyer, displacing over 14,000 tons as against the British cruiser's 5,600; but the latter was armed with eleven 6 in. guns as against the German vessel's ten 4·1 in., and had a further advantage in having been built specially for war purposes and in catching the Kaiser Wilhelm at a moment when she was unprepared. Indeed, had the ships met at sea the Highflyer would, in all probability, have failed to account for the German liner, since the latter was appreciably faster and could have shown a clean pair of heels. As it was, however, the Highflyer had rendered excellent service. She had suffered practically no damage herself, and lost only one man killed and five slightly wounded; while she had sent to the bottom the only hostile vessel believed to be at large on that particular trade route.



THE KOENIGSBERG, 3,400-TON GERMAN CRUISER
that attacked and sunk the small British cruiser Pegasus when the latter was at anchor refitting in the harbour of Zanzibar, on September 20th, 1914.

The Admiralty sent a congratulatory message to Captain H. T. Buller, of the Highflyer, in which they paid a tribute to the considerate manner in which the men of the lost ship had carried out their work. The message ran: "Bravo! You have rendered a service, not only to Britain, but to the peaceful commerce of the world. The German officers and crew appear to have carried out their duties with humanity and restraint, and are therefore worthy of all seamanlike consideration." Prisoners of war would have been perfectly certain of receiving this consideration from British seamen. One of the most

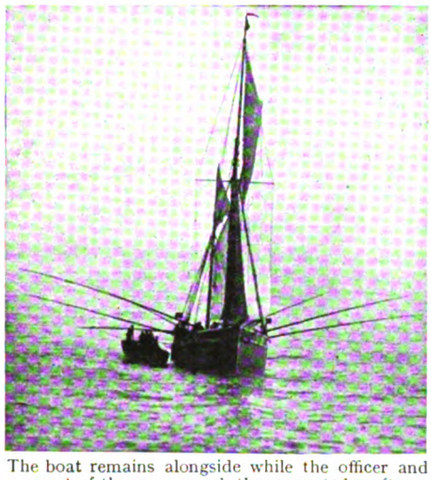
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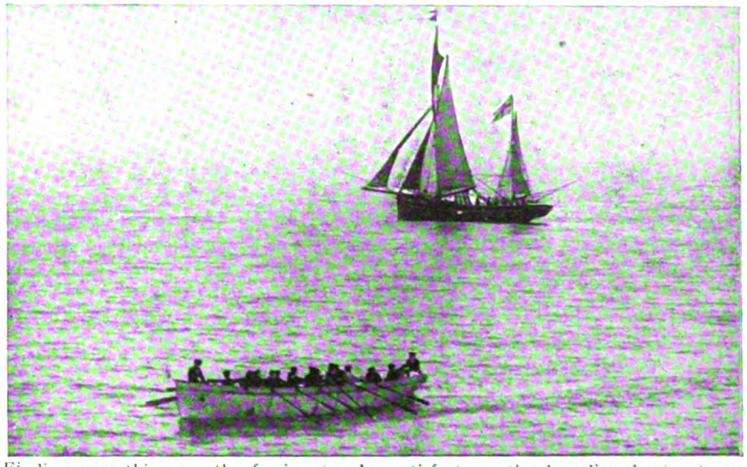
Lowering a boarding boat. The crew are armed with cutlass and pistol. They board suspicious craft and examine papers, holds, and so on.



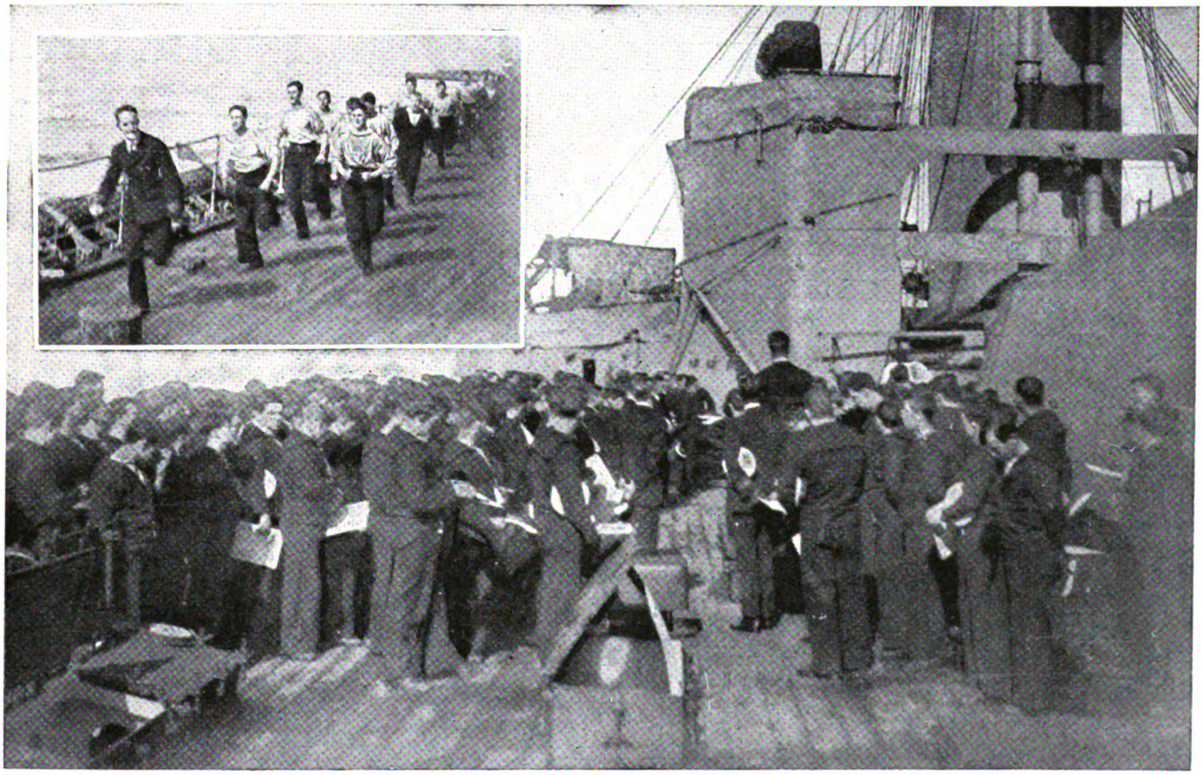
It takes a matter of two minutes for the boat, which is in charge of a lieutenant-commander, to be lowered and manned.



The boat remains alongside while the officer and part of the crew search the suspected craft.



Finding everything on the foreign trawler satisfactory, the boarding boat returns. These boats include interpreters in their crew.



Morning service on a man-of-war is attended daily by officers and men. The prayers are printed on large cards. Inset: Keeping the sailors fit. They run round the deck, an officer leading the way, every morning after prayers.

WITH A BRITISH CRUISER IN THE NORTH SEA IN WAR TIME.

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striking effects of the sinking of the Kaiser Wilhelm der Grosse was an immediate drop of twenty-five per cent. in the insurance rates for ships trading to and from South African and South American ports

An interesting sequel to this action occurred about a fortnight later, when the British warship Vindictive, patrolling the Western Atlantic, took into Kingston, Jamaica, as a prize of war, the Hamburg-Amerika liner Bethania, one of the ships from which the Kaiser Wilhelm had been coaling when she was surprised by the Highflyer. Most of the four hundred men on board proved to have been those who had left the armed ship on the approach of the cruiser (the British soldiers on board the former were, by the way, retaken), and from them it was learned that the Bethania had left Barry on July 10th, arriving at Genoa on the 25th. She left a few days later "for the west coast of South America"; but if that was in reality her intended destination she received wireless orders to modify her programme, and became a floating coal-depot for German commerce marauders.

In laying their plans for a war with Great Britain our enemies had to give

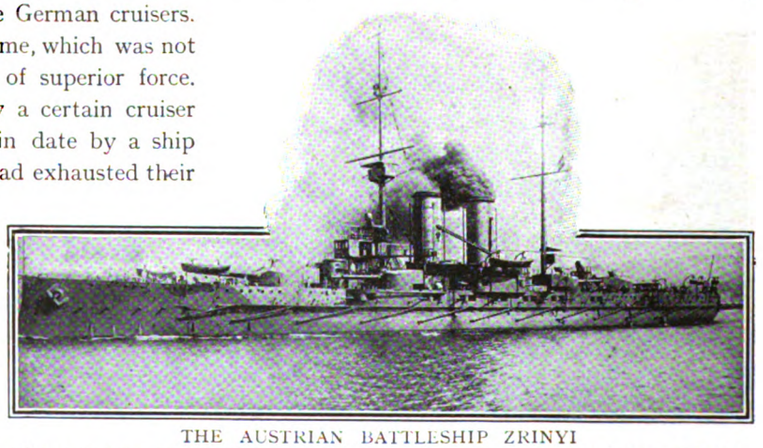


AUSTRIAN SIEGE-GUNS FOR BELGIAN FORTS.

The importance of the thorough conquest of Belgium, from the German point of view, was evidenced by their call upon Austria for assistance when the latter country was being so sorely pressed by the Russians in Galicia. The great siege-gun seen here in its several sections—its motor-tractor (on the right), its gun carriage with recoil apparatus (in the centre waggon), and the gun itself (on the left)—is a formidable engine of war, which is fortunately not easily mobile, and is therefore almost impossible for use in field work. The upper picture shows the gun without its mounting, and a number of Austrian officers.

much careful consideration to the situation in which they were placed by their lack of coaling stations, and, as we have already seen, an attempt to overcome the difficulty was made by scattering depot ships all over the world. These vessels, which included many luxurious liners belonging to the great German shipping firms, were converted, some of them, into colliers. Some of them also carried stores of food, ammunition, and other things necessary for preserving the fighting efficiency of the German cruisers.

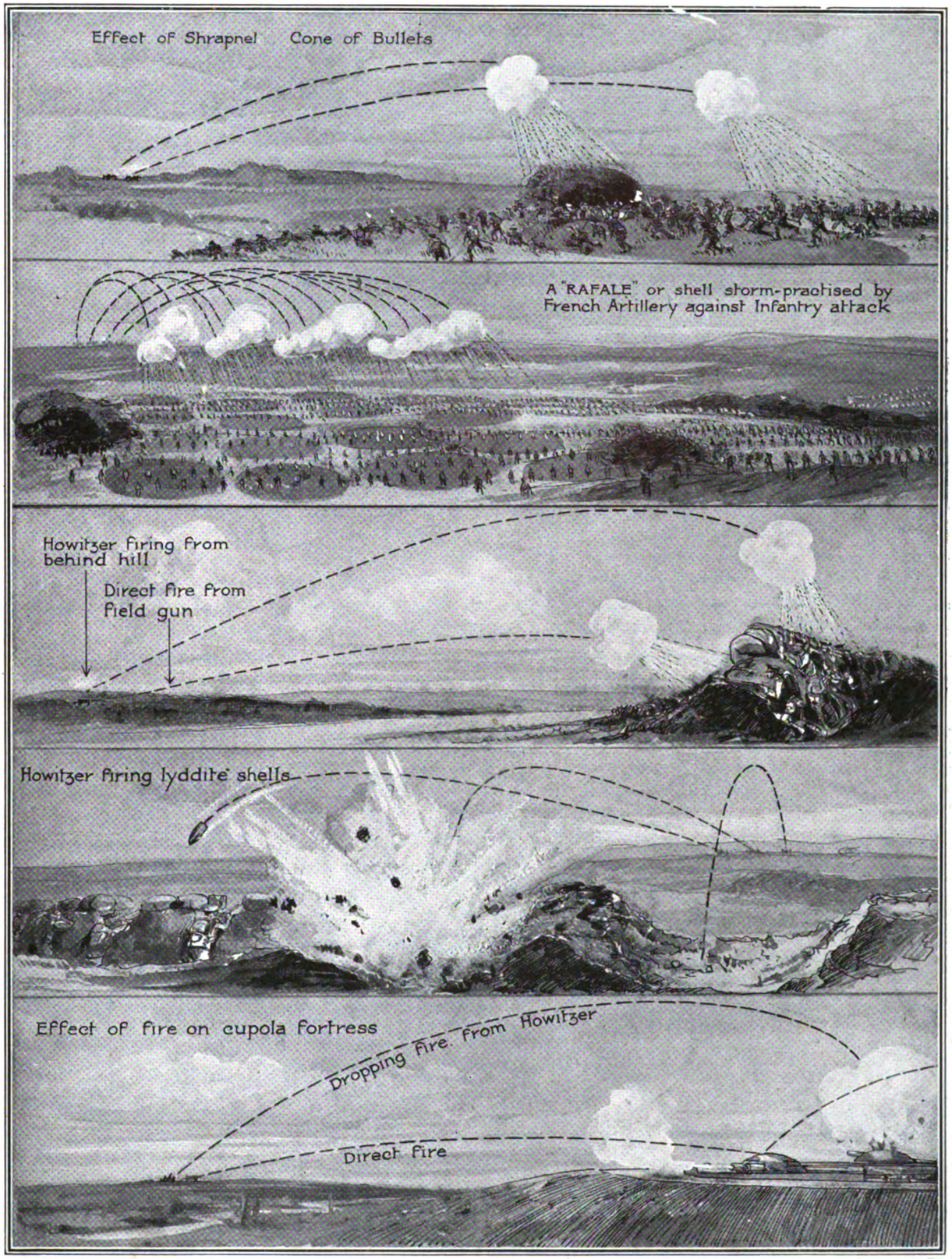
Every ship was given a settled programme, which was not to be deviated from except under pressure of superior force. Definite arrangements were made whereby a certain cruiser would be met at a certain place on a certain date by a ship carrying stores; and when the store-ships had exhausted their supplies they could return to a neutral port to replenish them, provided always that they were able to elude the British and French ships on the look-out for them. In the early stages of the war this plan was carried out with considerable success, although from the beginning it was clearly only a matter of time before the overwhelming superiority of the Franco-British naval forces would wear down and wipe



THE AUSTRIAN BATTLESHIP ZRINYI

of 14,500 tons, completed in 1911. The British and French naval strength in the Mediterranean prevented the Austrian Fleet from taking any aggressive part in the early stage of the war.

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THE VARIOUS KINDS OF GUN-FIRE EMPLOYED IN MODERN ARTILLERY PRACTICE.

First diagram: Shrapnel-fire on advancing infantry. The shells are timed to explode, when once the range is found, at a certain distance; it is unnecessary for them to hit an object. Second diagram: Shell-storm practised by French artillery. Fired at a high angle, the shells burst in mid-air over the advancing troops. Third diagram: A comparison between the effects of howitzer and field-gun fire on men in trenches. The howitzer fires at a high angle from behind a covering hill and drops its shell into the trenches; the field gun, in the open, fires direct, and its shell bursts in front of the sandbags, and is therefore practically harmless. Fourth diagram: Howitzers firing against entrenchments high-explosive shells which burst only on contact. When a lyddite shell does hit its object the result is a terrific explosion. Great cavities are made in the ground, and for hundreds of yards round the actual point of contact the tremendous shock is felt. Fifth diagram: Howitzer and field-gun fire on a cupola fortress. Howitzers are the only effective weapons against such fortresses; howitzer shells drop on to the iron covering of the cupola and reduce it to scrap iron. The field gun fires direct, and if it strikes the cupola the projectile simply delivers a glancing blow and rebounds.

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out every German ship on the seas The fate of the Kaiser Wilhelm der Grosse and the Bethania are instances of what was to be expected, not all at once, but ultimately.

A similar position arose on one occasion early in the war in the Western Atlantic On August 7th the armoured cruiser Suffolk discovered the German light cruiser Karlsruhe coaling at sea from the Norddeutscher Lloyd liner Kronprinz Wilhelm. Unfortunately, the German ship had ample warning of the Suffolk's approach, and, having a greater superiority in speed (she was designed for twenty-eight knots as against the British ship's twenty-three), was able to slip away. The Suffolk at once sent a wireless message to the Berwick and the Bristol, which joined her in the chase. The Berwick, however, was no faster than the Suffolk, but the Bristol, a twenty-five knot ship, began to draw ahead of them.

Escape by reason of higher speed

The Karlsruhe was considerably faster than the Bristol, but as the latter got further and further away from her consorts the German ship began to hang back, as though prepared to engage the Bristol in single combat. Night was beginning to fall, and the sea was rough, making accurate shooting almost impossible. Nevertheless, these two cruisers fought for half an hour, and although the Bristol was not hit once she claimed to have put several shells into the German. Then, however, the Suffolk and Berwick came rapidly up, and the Karlsruhe again put on speed and ran. The Bristol fired at the retreating ship with her forward 6 in. gun as long as she was within range, and when the Karlsruhe took refuge later in the neutral port of San Juan, Porto Rico, it was stated that her stern was riddled with shell, and that she had one of her after guns smashed, and eight men injured.

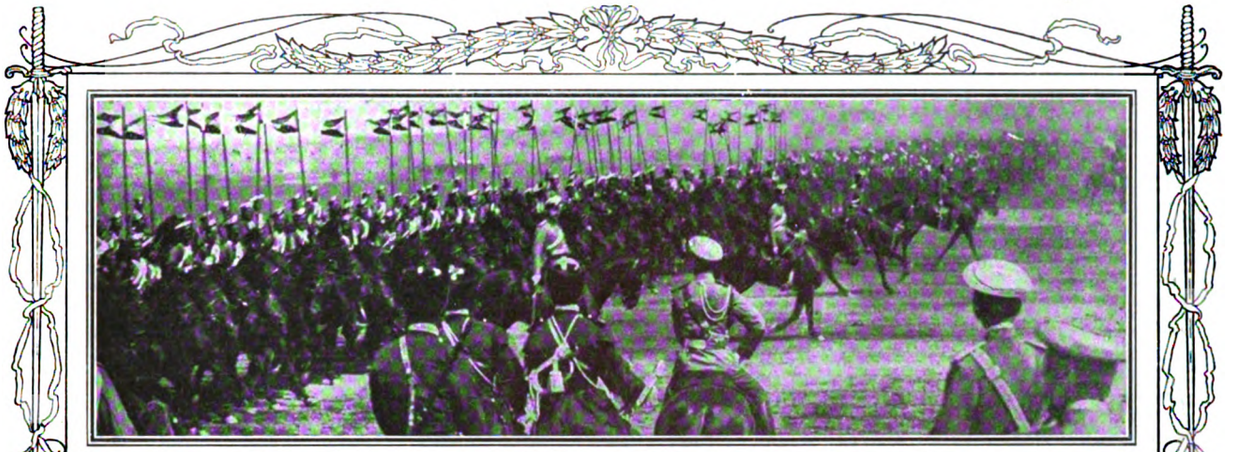
This was only one of the many incidents during the war which brought home the disadvantages under which our ships laboured through their inability to outreach German ships in speed. It is certain that the whole of the German ships operating on the high seas would have been hunted down and sunk much more quickly than was actually the case if we had advanced step by step with Germany as she increased the speed of her cruisers.

Other German ships carrying supplies for the commerce raiders were captured or sunk in various places; but, apart from armed merchantmen, not a single German cruiser outside European waters was accounted for during the first seven weeks of the war. Nevertheless, the damage they did was infinitesimal, and by the middle of September only twelve British ships had been sunk at sea. On the other hand, German commercial shipping was everywhere held up. Only in very few cases was it necessary for a British warship to sink a vessel, as there was nearly always a British port close handy into which the ship could be sent as a prize, a facility Germany did not enjoy.



FROM BERLIN FOR THE EASTERN FRONTIER.
The Russian raid into East Prussia in August, 1914, caused the Kaiser's war lords to dispatch large bodies of troops eastwards in haste. The trains were crowded, and soldiers packed like sardines had to ride even in the engine-tenders and on top of the coal supply.

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RUSSIAN CAVALRY

REVIEW BY THE TSAR.

CHAPTER XVI.

RUSSIA'S STUPENDOUS TASK AND HER STUPENDOUS ARMY.

German High Policy—Origin of the Triple Alliance—The Dual Alliance—The German Problem of the War on Two Fronts—Kuropatkin's Work for Russia—Vast Extent of Russia's Dominions and the Difficulty of Attacking Her—The Country and Fortresses of East Prussia—The Military Value of German and Austrian Railways—Russia's Power of Defence and Attack—Germany's Naval Supremacy in the Baltic—System of Russian Conscription—Russia's Fighting Strength—Quality of the Russian Soldier—Russia's Military Leaders—The Tsar's Pledge to Poland.

THE German Empire, proclaimed in the old palace of the French Kings at Versailles in January, 1871, inherited the tradition of Prussian diplomacy, and a cardinal point in that tradition was friendship with Russia. To his dying day the aged Emperor William I. clung to this ideal, and as he lay on his death-bed almost his last word to his son and successor was a recommendation to "cultivate the friendship of the Tsar."

But even before Kaiser William I. passed away on March 9th, 1888, German policy had taken a new departure. The old Emperor had long ceased to be entirely master in his own house, and the direction of affairs was largely controlled by the arbitrary will of Prince Bismarck. At the Congress of Berlin, in 1878, the German Chancellor had sided with Lord Salisbury in opposing Russia's claim to parcel out the Balkan lands at her own good pleasure after the war with Turkey. Bismarck at the time protested that he was the best of friends to the Tsar, and that he was acting as "an honest broker" in effecting a compromise between the rival ambitions of Austria and Russia in the Balkan Peninsula in the interest of a lasting peace. But it was the beginning of a gradual drifting apart of the two neighbours who had so long been friends, and often allies. Within a twelvemonth of the Berlin Congress a treaty of alliance was signed between Germany and Austria. It was not published till nine years later, but, long before its publication, it was a secret known to half the world. The alliance was represented as a league of peace intended to prevent any disturbance of the existing state of affairs, either on the Danube or the Rhine, by Russian ambitions in the Balkan lands or the French longing for a reconquest of Alsace-Lorraine. Italy joined the league in 1886, and it thus became the Triple Alliance.

The treaty with Austria had no sooner been signed than Germany began quietly and unobtrusively to fortify her eastern frontier and develop her railway system in Pomerania, East Prussia, and the province of Posen. Russia replied by a gradual change in the peace stations of her Army, so as to keep the greater part of it permanently in garrisons and fortresses between Moscow and the Austro-German border. At the same time the relations between St. Petersburg and Paris became more and more friendly, and an *entente* developed into an alliance between France and Russia.



M. SERGIUS SAZONOFF,
the Russian Foreign Minister, who played a great part in determining the policy of Russia during the last days of July, 1914. A dignified speaker, after the manner of Lord Lansdowne, he was formerly secretary to the Russian Embassy in London.

Long before this new treaty had been actually signed German statesmen and soldiers had recognised the practical certainty

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RUSSIANS RIDE TO BATTLE WITH MUSIC AND SONG.
Many of the Russian regiments have vocal and instrumental orchestras that accompany the troops to battle in place of the regimental bands. The singers are specially trained, and with cymbals, bells, and other hand instruments accompany the martial and national songs they sing while marching along. The effect of this is most inspiring, and raises the ardour of the soldiers to a pitch that the music of an ordinary regimental band could not do.

that, in case of war with France on the Rhine, Russia would take the field as her ally. In German military literature of the last twenty-five years the problem of "the war on two fronts" is a frequent topic of debate. Germany realised that she must be ready to meet both a French advance towards the Rhine and a Russian march across the Vistula, in the event of her being involved in war with either of her neighbours. The accepted German theory of defence against this double attack was that the mobilisation and concentration of the Russian armies would lag behind that of the French; that this would enable the main force of the German armies to be flung against France, with a fair prospect that a decisive battle would be fought on that side before the Russian pressure on the eastern frontier could become serious, and that the defence of this frontier might at the outset be safely entrusted to a small part of the German first-line troops, backed by Landwehr forces, and supported by the main mass of the Austrian Army.

The alliance with Italy was relied upon to remove all anxiety as to a hostile movement on the Italian frontiers of Austria, and to divert from the main front of operations in the west a portion of the French Army, which would be required to meet an Italian attack on the line of the Alps and along the Riviera.

In Russia there is less open discussion of military possibilities than in other countries. But we know something of the anticipations of the Russian Staff as to conflict with Germany and Austria from a remarkable document summarised by General Kuropatkin in his work, "The Russian Army and the Japanese War," published in 1909

Kuropatkin's work for Russia

Kuropatkin was appointed Minister of War at St. Petersburg in 1898, and held that post until February, 1904, when he left Europe to take command of the Russian armies in the Far East against the Japanese. His first act as Minister of War was to arrange for the drawing up of an elaborate report on the condition of the Russian Army, and the defence of the various frontiers of the Empire, as well as on the opportunities existing in these regions for a counter-attack.

Among the passages from this report embodied in his book there is a very full summary of his views as to the possibilities of military action on the Austro-German frontiers. These are of special interest now that

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Russia has had to put forth her strength in this very direction.

Here in Great Britain it has been the fashion to speak as if an attack on this eastern frontier of the Central European Powers would be a comparatively easy matter for the huge armies of the Tsar. The "Russian steam-roller" has become a favourite phrase of the journalists, a popular suggestion of a huge moving mass crushing down every obstacle to its advance.

But Kuropatkin, in his official report from the War Ministry, dated 1900, frankly recognises that the obstacles on this western frontier of Russia are of the most serious character, and speaks of the failure of a Russian advance upon it as quite possible. He had no illusions as to the difficulties of the task that would be imposed upon an army operating in this direction.

To understand the conditions of the military problem, and to follow with intelligent interest the record of the campaign in Eastern Europe, one must have some clear ideas about the forces that Russia could place in the field, and the character of the region in which they had to operate. Europe, but few realise the Moscow reaches the frontier station at Wirballen he feels he is nearing his journey's end, for at last he is on Russian ground. But he is still actually nearer his starting point on the Continent at Ostend than he is to Moscow, and when he reaches that city he is still only half way across European Russia. Once only in the whole course of history has a western conqueror marched into the heart of Russia and seized the Holy City of Moscow. That was when Napoleon dated his bulletin of victory from the Kremlin in 1812, and his success, such as it was, proved his ruin.



THE WONDERFUL HORSE OF THE WONDERFUL COSSACK.

More than half the reputation of the Cossack should be credited to his horse, a small animal, short of limb and neck, but a wonderful stayer, thriving on poor food, docile, intelligent, indifferent to weather and ignorant of the luxury of a stable. On forced marches he can carry three men, one on each stirrup and one in the saddle, as seen in the picture.

Everyone knows that Russia is beyond all comparison the most extensive State in enormous size of her territory. When a traveller from England on his way to

Great extent of Russian territory

Her vast extent, and the ease with which wide tracts of country can be laid waste before an advancing enemy by the mere firing of wooden villages and barns, still make Russia secure against any far-reaching scheme of foreign invasion. Only her coasts and her frontier provinces are open to attack

The Russian land frontier towards Austria and Germany is 1,500 miles long. The greater part of this extended line is the frontier of Russian Poland. The province projects westward from the main mass of the Russian territory like a huge bastion wedged in between German lands on the north and west and Austrian

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OFFICERS IN THE RUSSIAN ARMY AT RELIGIOUS SERVICE IN A PUBLIC SQUARE BEFORE GOING TO WAR.
The soul of Russia was stirred to its depths by the attempts to bring the southern Slavs under the heel of the Germanic Empires, and every man in the Russian armies entered the campaign fired by religious zeal, taking up his weapons as a holy duty. The ceremony photographed here was most impressive, with all the dignity and solemnity of a sacrament.

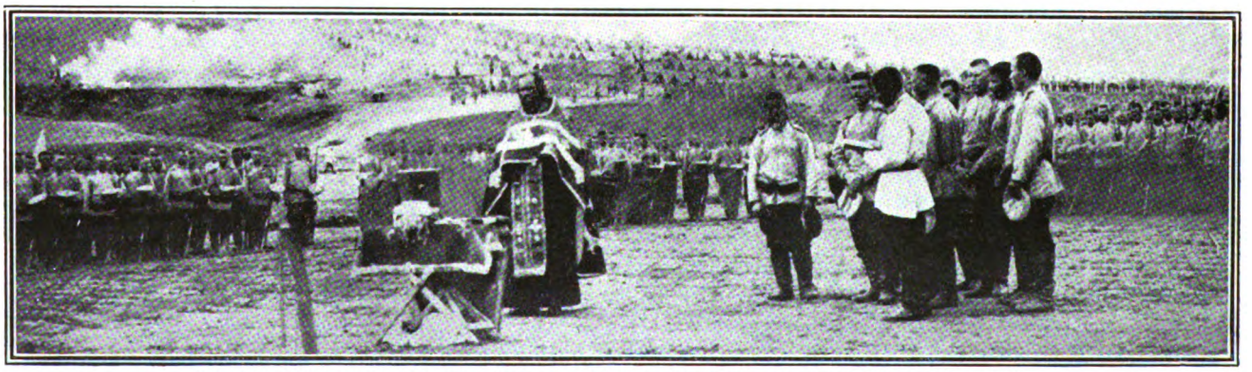
on the south. A glance at a map of Europe will show that the Austrian province of Bohemia projects in much the same way into the lands of the German Empire. But Bohemia is a bastion ramparted with mountain walls. Russian Poland is a bastion merely marked out upon the ground without any natural barrier on any one of its three fronts. The line that divides Russia from her neighbours on this side is a purely artificial one, defined only by the posts set up at intervals along it for custom-house purposes. It is a political, not a natural frontier, marked out in somewhat arbitrary fashion when, after the turmoil of the Napoleonic wars, the map of Europe was being resettled at the Congress of Vienna.



ONE OF THE DREADED COSSACKS.

This Russian province and the adjacent borderlands are part of the great plain that, beginning in Northern Germany, stretches across European Russia to the Ural Mountains. Only on the south side of the Polish plain is there any high ground. Here the Austrian province is a sloping terrace at the base of the Carpathian Mountains, which divide these northern lowlands from the raised plain of Hungary.

Compared with the giant Alpine ranges, the Carpathians are hills rather than mountains. Along this Galician border they form a broad belt of forest-clad sandstone ridges, mostly under 5,000 feet high, traversed by a number of passes and hill roads, forming an admirable natural defence for Hungary. The



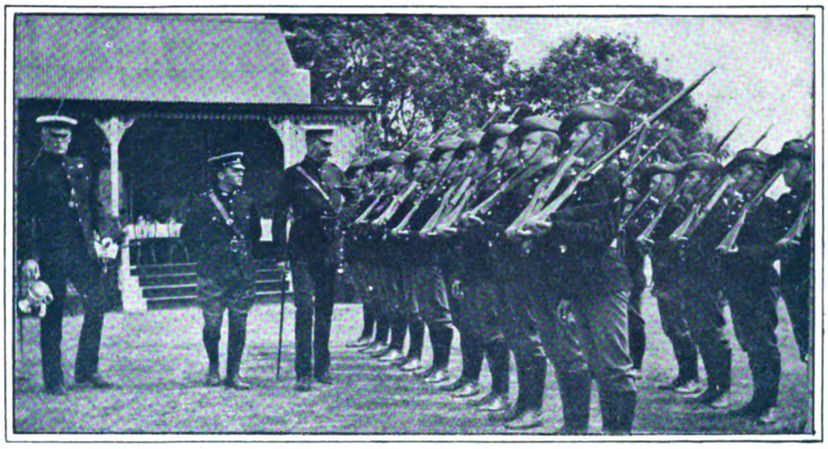
RUSSIAN PRIESTS BLESS THE ARMIES ABOUT TO MARCH TO THE FRONT.
Russians are much more given to the expression of religious feeling than the more reserved nations of the west, and a war sanctified by the approval of the Church in addition to being in accord with national sentiment is essentially a people's war. The blessing of the Church is a ceremony that lends the Russian soldier the zeal of a fanatic, and all history shows that such zeal gives a formidable strength to an army.

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AUSTRALASIA
ANSWERS THE CALL OF EMPIRE



New Zealand Volunteer (Sergeant).



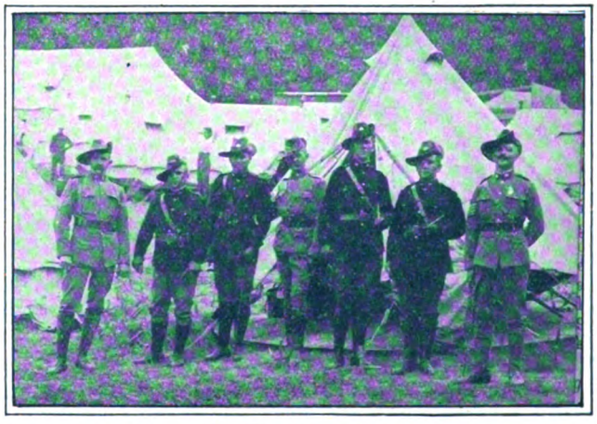
AUSTRALIAN CADETS INSPECTED BY LORD KITCHENER AT BISLEY.



New Zealand Volunteer (Private).



THE AUSTRALIAN LIGHT HORSE.



GROUP OF AUSTRALIAN OFFICERS.



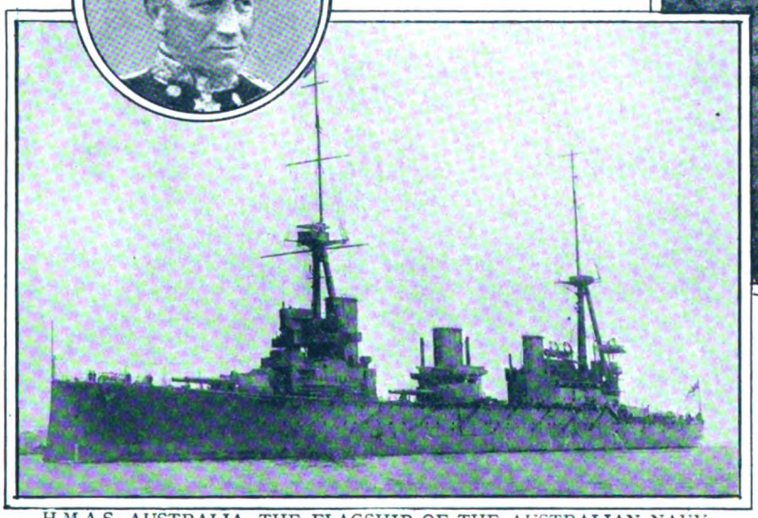
THE VICTORIA LIGHT HORSE AT KILMORE, NORTH OF MELBOURNE.

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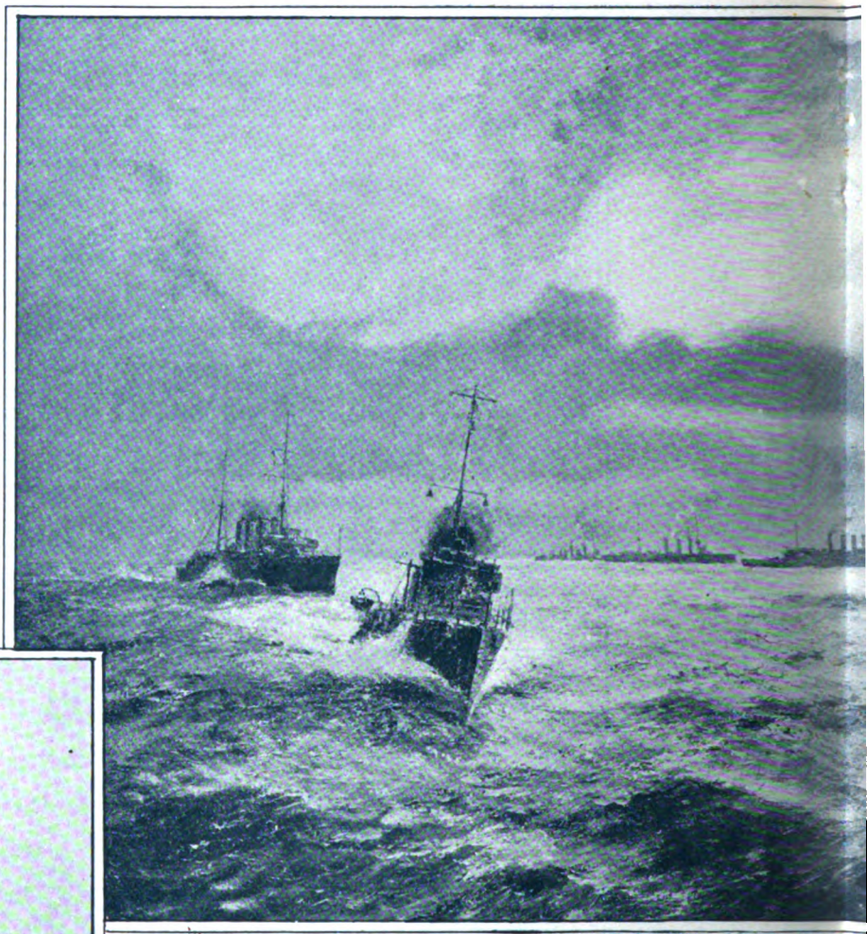


OFFICERS AND MEN OF THE AUSTRALIA.
The Australia is a sister ship of the Indefatigable and New Zealand, with a displacement of 19,200 tons and a speed of twenty-six knots.





H.M.A.S. AUSTRALIA, THE FLAGSHIP OF THE AUSTRALIAN NAVY.
The Australia carries eight 12 in. guns, sixteen 4 in. guns, and three 21 in. torpedo-tubes. Her commander is Rear-Admiral Sir George Edwin Patey, seen above.



From the painting by

FLEET OF THE AUSTRALIAN C
Together with its flagship the battle-cruiser the protected cruisers Melbourne, Sydney,



H.M.A.S. MEL
The three protected cruisers, Melbourne, Sydney, were included in the 1911 programme for the pr



THE 23RD ARMY MEDICAL CORPS OF THE 6TH MILITARY DISTRICT—TASMANIA.
In 1911 the Australian Government adopted a defence scheme based on Lord Kitchener's recommendations.

The King's Message to his great Oversea Dominions on September 10th 1914 contained these words:

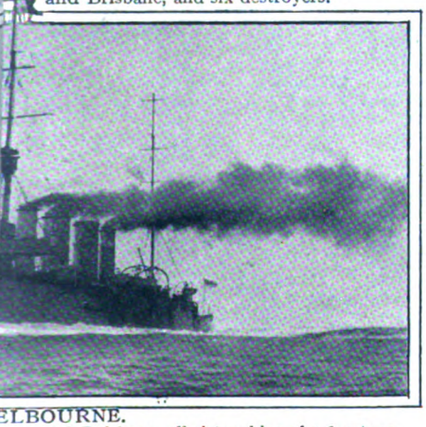
"Paramount regard for treaty faith and the pledged word of rulers and peoples is the common heritage of Great Britain and of the Empire. My peoples in the Self-Governing Dominions have shown beyond all doubt that they wholeheartedly endorse the grave decision which it was necessary to take."

The endorsement took the practical form of ships, men, and money. The spontaneity and the enthusiasm displayed by the

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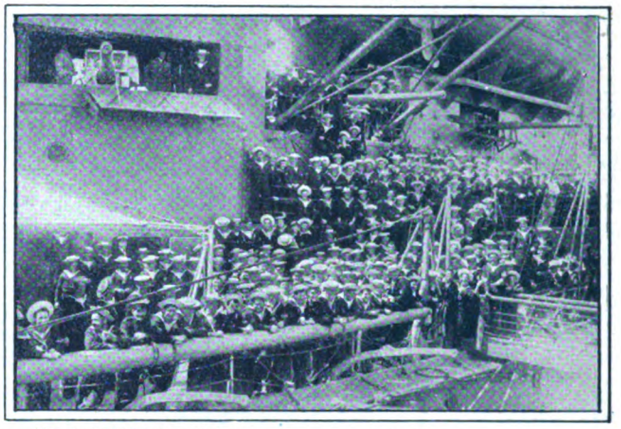


COMMONWEALTH AT SEA.
Australia, the Australian Navy includes
and Brisbane, and six destroyers.



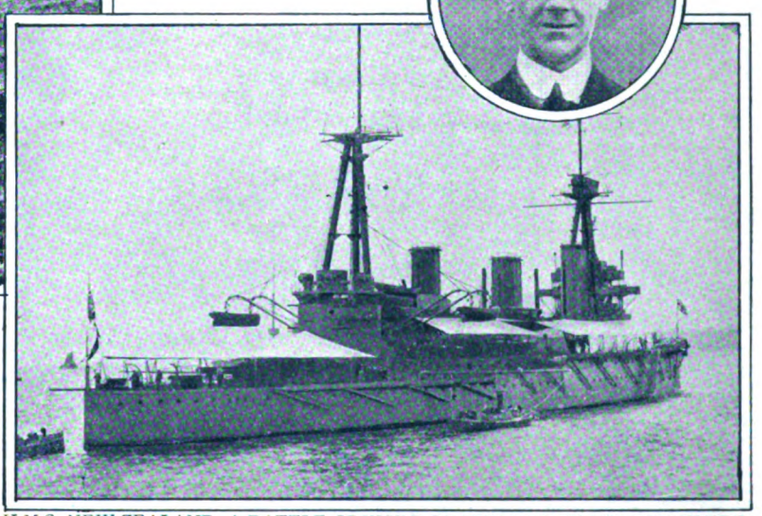
ELBOURNE.
ey, and Brisbane, all sister ships of 5,600 tons,
e provision of the "Royal Australian Navy."

[A. J. W. Burgess.



THE CREW OF THE AUSTRALIA.
The complement of the Australia consists of eight hundred officers and crew, and her commander is Admiral of the Australian Fleet.





H.M.S. NEW ZEALAND, A BATTLE-CRUISER OF THE BRITISH GRAND FLEET.
A sister ship of the Australia, the New Zealand was provided by the Government of the island Dominion. The portrait is that of Captain Lionel Halsey, her commander.

citizens of the Oversea Dominions in the cause of treaty rights, national honour, and Imperial defence soon showed that behind the fighting-line there stood solid the great Empire scattered throughout the seven seas.

Australia and New Zealand, in addition to raising contingents for assistance in Europe, took strong action in their own part of the world. On August 29th a force from New Zealand occupied German Samoa, and on September 25th Australians announced their occupation of the seat of government of Kaiser Wilhelm Land, in German New Guinea.



PARADE OF AUSTRALIAN TROOPS IN MELBOURNE BEFORE THE WAR.
Military conscription prevails in Australia and the total strength of all classes of military service is almost 200,000 men.

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RUSSIAN COSSACKS CHARGE THE GERMAN DEATH'S HEAD HUSSARS IN EAST PRUSSIA, AUGUST 26th, 1914.

On the evening of August 26th, 1914, Mr. R. W. Ames, the British manager of a large estate in East Prussia, witnessed through his field-glasses a battle between 10,000 Germans and 15,000 Russians at a place named Schwansfeld, between Korschen and Bartenstein. The Cossack cavalry charged the German Death's Head Hussars full tilt. There was a tremendous impact, and hand-to-hand fighting, and then, all of a sudden, the whole German line began with one accord to retreat. Towards Bartenstein the German cavalry fled, with the Cossacks pursuing and killing them in large numbers. At the same battle Russian infantry, after an artillery bombardment, charged with the bayonet and cut the Germans up in small parties. This picture was drawn from a personal description given to the artist by Mr. Ames.

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province of Galicia, the Polish territory of the Austrian Empire, lies outside this natural rampart, and is thus a terraced slope descending to the northern plain that stretches from its margin to the shores of the Baltic.

Across the plain winds the broad, sluggish stream of the Vistula. The great river is to this eastern land what the Rhine is to Western Europe. Frozen or encumbered with drift ice in the winter months, it is during the rest of the year a main highway of traffic, navigable for the greater part of its course, and bearing on its waters huge rafts of timber from the forests, and scores of steamers with strings of lumbering barges trailing astern of them. On its banks, in the midst of the plain, stands Warsaw, the old capital of Poland, and now the political, military, and business centre of the Russian province.

Russia's natural and political frontiers

There is only one other large town in Russian Poland—Lodz, not long ago a country village, but now a busy industrial centre, with its high-street six miles long, and right and left of it in short side streets tall factory buildings. This paucity of large towns is characteristic, not only of Russian Poland, but of the whole Empire. The last census shows that in European Russia there are only twenty-four places that claim a population of over a hundred thousand. Russia is a country of agricultural villages. There are more than 150,000 of them between the Vistula and the Ural.

The plain of the Vistula is not an absolute dead level, but there is nothing that can be called a hill. The ground undulates in long, flat-topped waves, and in the hollows run the many tributary streams and lesser rivers



TYPE OF RUSSIAN HOWITZER AT PRACTICE FIRING.

Russian experience in her great war with Japan taught the Tsar's military advisers some lessons which, though bitter, were profitable, and one direct result was a great improvement in the Russian artillery arm, both in the guns themselves and in the gun practice.

that feed the great waterway—streams as sluggish as the Vistula itself, and often with low, marshy banks that are flooded in the time of rains. There are wide stretches of woodlands, the refuge of the insurgent bands in the Polish risings of 1830 and 1863. Between the woods are open lands with many villages, rich lands with a deep soil, somewhat primitively tilled.

The northern part of this plain of the Vistula belongs to Prussia Here the lands of the German Empire interpose between Russian Poland and the Baltic. The border district between the Narev River and the frontier line is a region of marshy forests; then inside the German frontier line is the region of the Masurian Lakes. This is a land of innumerable lakes and pools, with belts and clumps of fir and beech woods, occupying much of the land between their swampy margins. In the clearings by the lakes and in the woodlands there are the red-walled villages, for there is plenty of clay for brick-making In fact, the clayey soil accounts for the abundance of lakes and pools.

The marsh lands of East Prussia

Beyond this wilderness of lake and wood there is a slight rise of the ground along the Baltic shore between the low-lying delta of the Vistula and the mouth of the River Pregel. This belt of higher and firmer land was in old times the main highway between Northern Germany and Muscovy. The great lagoon of the Frisches Haff lies

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THE GREAT WAVE OF RUSSIA'S MANHOOD BEGINS TO ROLL WESTWARD.
The mobilisation of the Russian armies was rapid beyond all expectation, and Russia was able to press over Germany's eastern frontier and cause an easing of the pressure of German activity in Northern France much sooner than Germany had thought possible.

between the river mouths, and at each end of it is a famous city. Dantzic, on the Vistula delta, is a great port, once a city of the famous Hansa League of trading republics, later the chief port of Poland, now Germany's main trading post on the Baltic—a city that keeps much of its old-world look, thanks to the quaint gabled houses, built centuries ago, in its narrow streets. By the branches of the Vistula and the land-locked expanse of the Frisches Haff, Dantzic has a safe inner waterway to the Pregel where by the river mouth stands old Königsberg, once a mere blockhouse fort of the Teutonic knights against the wild Slavs to the eastward, now a fortress of the Prussian kingdom, whose history is closely linked with that of Königsberg (" the King's Hill "), the place where the Prussian kings were crowned.

German citadels in East Prussia

Dantzic and Königsberg together form the citadel of Germanic power in this Baltic coast region. Königsberg is surrounded with a circle of strong forts, and further guarded by the inundations fed by the stream of the Pregel. Its communications with Dantzic along the Frisches Haff are guarded by the batteries of Pillau, at the entrance of the great sea lagoon. Dantzic has its bastioned ramparts and outlying forts, and to the seaward is protected by the new fortress of Weichselmünde (" the Vistula mouths "). The road and railway crossings of the Vistula delta are guarded by the fortified towns of Dirschau and Marienburg, and on this side much of the flat land can be easily laid under water. Along its lower course the Vistula is a German river. Where it leaves Russian Poland it is guarded by the first-class fortress of Thorn. Here the far-flung circle of strong forts covers a great railway junction. Half-way between Thorn and the fortifications of Dantzic and the delta is the fortress of Graudenz.

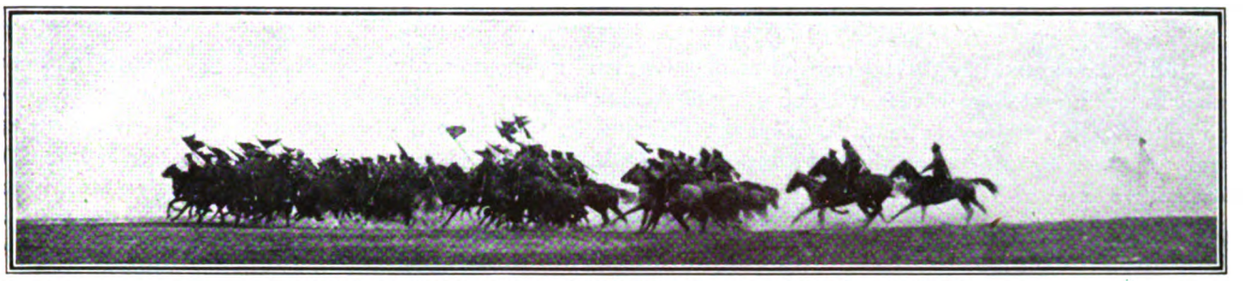
This fortified line of the Vistula, with the advanced post of Königsberg, forms the armed barrier of East Prussia. In front of the line the country is difficult for an invader in an autumn campaign. Behind the Masurian Lakes and woods a level plain extends towards the lower Vistula. It is a region famous in history as the scene of Napoleon's victories at Eylau and Friedland. The story of that campaign tells how, when the autumn rains were followed by alternate frost and thaw, the country became a quagmire. Any movement of troops was impossible. It became difficult even to feed the armies, for the transport waggons sank to their axle-trees in mud, and had to be abandoned.





THE TSAR INSPECTING THE RUSSIAN RED CROSS.
Accompanied by Red Cross nurses, the Tsar is here seen inspecting hospital workers before they left for the German frontier. The picture above shows Russian infantry marching along the railway line.

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A SWIFT CHARGE BY A DETACHMENT OF RUSSIAN CAVALRY.
A snapshot, taken at the Russian military manœuvres, showing a troop of cavalry taking up a position. No army in recent years has made such progress as the Russian, and none has troops of better fighting quality.

Thorn belongs both to the northern chain of defences and to those of the German centre facing Russian Poland. The line is prolonged southward by the great fortress of Posen, and the fortified places of Glogau, Breslau, and Neisse in Silesia. Austria supplies the right of the great semicircle of fortresses. The citadels of her defence of Galicia are Cracow and Przemysl. The former was once the second city of the old Polish kingdom. The latter is a purely military post, with practically no civilian population. It is a village converted into a fortress.

This chain of fortresses, extending over a front of over a thousand miles, is not, however, the only defence of the frontier. Within the last few years a number of positions have been prepared for defence by entrenchments between these permanent works, and even more important from a military point of view has been the development of the railway system. The time is long past when soldiers regarded a mere line of fortresses as constituting a safe protection for a frontier. Passive defence is doomed to eventual failure, and counter-attack is the best means of beating off an assailant. A blow is better than a parry. And a well-developed railway system along a frontier, and immediately in rear of it, makes it possible for the defence to concentrate rapidly a striking force on any desired point.

Military importance of railways

General Kuropatkin, in his report on the military situation on the Russo-Polish frontier, dwelt upon the admirably-developed railway system of Germany and Austria as the chief factor of its strength. He compared it with the backward railway system of Russia in order to bring out clearly the advantage that Russia's possible enemies would possess in a war on this border of the Tsar's Empire. Since he wrote, in 1900, something has been done by Russia to improve the railways of the Polish frontier land, but the Germans and Austrians have been busy in the same direction, and most of what he wrote still holds good.





TROOPS OF THE TSAR PHOTOGRAPHED IN GALICIA.
This photograph, which reached London via Stockholm, shows a detachment of the Russian army that operated in the Lemberg district of Galicia. The upper photograph, taken in Russia, illustrates a Russian army motor squadron before leaving for the scene of war.

We shall see, in the German defence of East Prussia, what effective use was made in at least one instance of the railway system which Kuropatkin thus described. If he overestimated the force Germany could move to the front at the outset, this was because he purposely left out of account the detaining effect of the French alliance in a study of Russia's own resources for defence and attack. He thus summed up the situation:

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" By the expenditure of vast sums of money, Germany has made ready in the most comprehensive sense to march rapidly across our borders with an army of one million men. She has seventeen lines of railway (twenty-three tracks) leading to our frontiers, which would enable her to send to the front more than five hundred troop trains daily. She can concentrate the greater part of her armed forces on our frontier within a few days of the declaration of war ; while, apart from this question of speedy mobilisation, she has at her command far greater technical resources, such as light railways, artillery, ordnance, and engineering stores, particularly for telegraphs, mobile siege parks, etc., than we have. She has also made most careful preparation for a determined defence of her own border provinces, especially those of Eastern Prussia.

German war preparations on her eastern border

" The first-class fortresses of Thorn, Königsberg, and Posen are improved yearly, entrenched camps are built at the most important junctions, and material lies ready stacked for the rapid semi-permanent fortification of field positions. The crossing places on the Vistula have been rapidly placed in a state of defence, as have also the various towns and large villages. The whole population, indeed, is making ready for a national struggle.

" In the matter of railway development the Austrians have also left us far behind. While they, by means of eight lines of rail (ten tracks), can run two hundred and sixty trains up to the frontier every twenty-four hours, we can only convey troops up to the same point on four lines. As any of their troops on the frontier would be in advance of the Carpathians, this range was formerly looked upon as an obstacle to retirement, and to communication between Galicia and the rest of Austria. But in the last ten years it has been pierced by five lines of railway, and preparations have been made to lay three more."



THE " LITTLE FATHER " OF ALL THE RUSSIAS INSPECTING ONE OF HIS REGIMENTS.
It is commonly believed that the Russian Army is a host of giants. As a matter of fact, the average Russian soldier is shorter than our own, five feet four probably being a generous allowance of height for the whole army ; five feet being the infantry minimum, and five feet three that of the cavalry. The Russian soldier, however, is more thickly built and heavier and slower than our own. Seventy per cent. of Russian conscripts cannot read or write when they join the army.

The railways running directly to the frontiers are linked up by cross lines, facilitating the movement of troops along the wide curve from Przemysl to Dantzic and Königsberg. It must be noted that the extreme east of Galicia is left out of this scheme of combined railway and fortress defence. Even the great city of Lemberg was not permanently fortified.

Thus organised, this Austro-German frontier line, by its very configuration, offers striking advantages both for attack and defence. For the former there is the possibility of a converging march into Russian Poland. For the latter there is the advantage to the defending forces that whatever front of advance the Russians may select for their main attack they must at least provide a covering force to face the other two fronts of the encircling frontier. And defeat on either of these would bring the advance upon the selected point of attack to a standstill.

Russian provision against counter-attack

Let us now see how Russia provided both for the defence of the Polish province and for a counter-attack against Austria and Germany.

Eastward of the Polish plain lies the wide region of marsh and pool traversed by the River Pripet and its numerous tributary streams. The " marshes of Pinsk " (or, to give them their alternative name, the " marshes of the Pripet ") extend over an area of some 300,000 square miles. Drainage works on a large scale were begun about 1894, and canals were being made through the marsh lands, with the result that portions of the district have been reclaimed, but even though railways have been carried across the district, the marshes still formed

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THE TSAR
And Some of his Military Chiefs.



THE GRAND DUKE NICHOLAS,
Commander-in-Chief of the Russian Armies.



GENERAL BRUSSILOFF.
Decorated by the Tsar for his masterly generalship at Kalitz.



GENERAL SUKHOMLINOFF,
the Russian Minister of War.



NICHOLAS II., EMPEROR OF ALL THE RUSSIAS,
Supreme Commander-in-Chief of the World's Greatest Army



GENERAL SAMSONOFF,
the brilliant Russian General who fell at Osterode, in East Prussia, on August 31st, 1914.



GENERAL RUSSKY,
who captured Lemberg, the capital of Galicia, from the Austrians on September 2nd, 1914.



GENERAL RENNENKAMPF,
the leader of the brilliant raid into East Prussia in the early weeks of the war.

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a region in which no army could operate, and they were thus a barrier dividing Western Russia into two separate theatres of war, the northern and the southern. South of the marshes the belt of territory by which the railways and roads from Southern Russia enter Poland is guarded by a group of three fortresses—Dubno, Rovno, and Lusk. West of the marshes, in the Polish plain itself, there is a still larger group of fortresses that forms the citadel of the Russian power in this direction, and the advanced base of operations against Germany and Austria.

These fortresses are Warsaw, Ivangorod, and Brest Litowski. Until after the rising of 1863, Warsaw was the only fortress in Poland, and its citadel was chiefly intended to serve as the stronghold of the garrison that overawed the Polish capital. When the Russian Staff took in hand the reorganisation of the frontier defences on a large plan, Warsaw was converted into a modern fortress with its girdle of advanced forts, and purely military stations of the same type of fortification were erected at Ivangorod and Brest, with a third fortress — Novo Georgievsk — a few miles north-west of Warsaw, at the confluence of the Vistula and its chief tributary the Narev.

The great fortresses of Poland

The three fortresses and Warsaw are sometimes spoken of as the "Polish quadrilateral." A more correctly descriptive name for the group is "the Polish triangle," for Novo Georgievsk is really an outpost of Warsaw and the first of the line of fortified posts that guard the crossings of the River Narev. The fortresses of the "triangle," linked together by railway lines and good



A RUSSIAN REGIMENT AT DIVINE SERVICE: THE TSAR AT A HOSPITAL.
Officers and men of the Preobrejensky Regiment at a religious service held prior to their departure for the front. The Russian soldiers, regarding the great conflict as a holy war, had no fear of death while taking part in it. Each company has its song-leader, who marches in front and "gives out the hymns," receiving special pay. Inset: The Tsar, with nurses and soldiers, at a Petrograd hospital.

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A SCENE IN THE RUSSIAN MOBILISATION.

The countries of Western Europe consist largely of cities. Russia, on the other hand, is a country of villages—there are more than 150,000 in European Russia alone—and these were called upon to give up their manhood for holy war against Teuton aggression. The lower picture shows the Holy Tree of Maria Remele, near Budapest, hung with ikons of the Orthodox Greek Church by the quaking inhabitants of the district to propitiate the Russian hordes.

roads, and at the apex of the whole Russian railway system towards the west, form a fortified region, the citadel of the Russian power on its Austro-German frontier. Two of the fronts look towards Germany, the third towards Austria, thus presenting a line of defence towards each section of the enemy's frontiers.

But the purpose of this vast entrenched camp is not entirely or even primarily defensive. It is the fortified base of operations for the army of Russian Poland. Within the triangle huge accumulations of supplies of every kind have been gradually collected, and the railways are provided with extensive sidings and long detraining platforms at the stations. Russia, too, recognises that attack is the best form of defence.

To guard the communications of the fortified "triangle" with Northern Russia, and to protect the country north of the Pripet region from a German invasion from East Prussia, the line of the Narev, east of the frontier forest lands, has been selected for defence. The marshy banks of the river render it difficult to cross except at certain well-known points. At these every bridge is covered by fortifications. These permanently-protected river crossings are at Novo Georgievsk, Zegrje, Pultusk, Rozan, and Ostrolenka. The line of defence is prolonged north-eastward by the fortified towns of Lomza, Ossovetz, Bielostok, Grodno, and Kovno, the last two on the Niemen.

Defences for lines of communication

This line of fortified positions not only secures the crossings of an unbroken series of waterways, marking out a line of defence against East Prussia, but also covers two lines of railways running from the north-east into Russian Poland. These protected railways enable a concentration to be made at any selected point for an advance across the rivers into East Prussia in the direction of Königsberg. Here a double attack on converging lines is possible if Russia could assemble her forces rapidly enough and in sufficient numbers to invade East Prussia both from the Niemen and from the Polish triangle.

Before estimating the resources of Russia for attack, a word must be said about the influence of the naval

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situation on the land campaign. It is obvious that if Russia had full command of the Baltic Sea it would be possible to combine coast attacks with the land operations, and this would be a serious matter for the German generals charged with defence of the long belt of territory between the Russian border and the shores of the Baltic.

But in the opening stages of the Great War the command of the sea in this eastern theatre of operations was in the hands of Germany. This much gain she reaped from the creation of her battle-fleet. The Russian Navy —almost completely destroyed in the war with Japan—had been very dilatory in the work of reconstruction. At the outbreak of the war there was no Russian fleet in the waters of the Baltic that could venture to challenge the sea-power of Germany.

The British fleets were fully occupied in guarding the North Sea; and it would have been playing into the enemy's hands to detach any large force on such a mission as the passage of the narrow " Belts " that give access to the landlocked sea, passing through mine-strewn straits to meet the force that the Kiel Canal would enable Germany to concentrate more rapidly in the Baltic. The main Fleet of Britain could not be withdrawn from the North Sea, but Germany could have sent every one of her heaviest ships through the canal. It was therefore a necessity to leave her for a while the control of the Baltic. The Russian ships lay under the batteries of Cronstadt, their best use being to cover the approach to Petrograd and make it a dangerous matter for Germany to carry out a raid on Finland.

German naval supremacy in the Baltic

With the Germans thus in temporary command of the sea, it was necessary to keep a considerable force in Finland and about the northern capital. The German Fleet thus helped indirectly in the defence of the eastern frontier by diminishing the numbers immediately available for the attack upon it—one more instance of the far-reaching influence of sea-power.



Воззваніе Верховнаго главнокомандующаго.

ПОЛЯКИ!

Пробилъ часъ, когда завѣтная мечта вашихъ отцовъ и дѣдовъ можетъ осуществиться.

Полтора вѣка тому назадъ живое тѣло Польши было растерзано на куски, но не умерла душа ея. Она жила надеждой, что наступитъ часъ воскресенія Польскаго народа, братскаго примиренія его съ Великой Россіей.

Русскія войска несутъ вамъ благую вѣсть этого примиренія.

Пусть сотрутся границы, разрѣзавшія на части Польскій народъ. Да возсоединится онъ во-едино подъ скипетромъ Русскаго Царя.

Подъ скипетромъ этимъ возродится Польша, свободная въ своей вѣрѣ, въ языкѣ, въ самоуправленіи.

Одного ждетъ отъ васъ Россія, — такого же уваженія къ правамъ тѣхъ народностей, съ которыми связала васъ исторія.

Съ открытымъ сердцемъ, съ братски протянутой рукой идетъ вамъ навстрѣчу Великая Россія. Она вѣритъ, что не заржавѣлъ мечъ, разившій врага при Гринвальдѣ.

Отъ береговъ Тихаго океана до Сѣверныхъ морей двинутся Русскія рати.

Заря новой жизни занимается для васъ.

Да возсіяетъ въ этой зарѣ знаменіе Креста,—символъ страданія и воскресенія народовъ.

Верховный главнокомандующій
генералъ-адъютантъ НИКОЛАЙ.

THE DREAM OF POLAND TO BE REALISED.
The above picture is a reduced facsimile of the appeal issued to the Poles on August 16th, 1914, by the Grand Duke Nicholas, commander-in-chief of the Russian forces. The translation is on the right.

Proclamation by the Commander-in-Chief.

POLES !

"The hour has sounded when the sacred dream of your fathers and your grandfathers may be realised. A century and a half has passed since the living body of Poland was torn in pieces, but the soul of the country is not dead. It continues to live, inspired by the hope that there will come for the Polish people an hour of resurrection and of fraternal reconciliation with Great Russia. The Russian Army brings you the solemn news of this reconciliation, which obliterates the frontiers, dividing the Polish peoples, which it unites conjointly under the sceptre of the Russian Tsar. Under this sceptre Poland will be born again, free in her religion and her language. Russian autonomy only expects from you the same respect for the rights of those nationalities to which history has bound you.

"With open heart and brotherly hand Great Russia advances to meet you. She believes that the sword, with which she struck down her enemies at Gruenwald, is not yet rusted. From the shores of the Pacific to the North Sea the Russian armies are marching. The dawn of a new life is beginning for you, and in this glorious dawn is seen the sign of the Cross, the symbol of suffering and of the resurrection of peoples."

The task of the Russian armies was not merely to defend the western border of the Empire, not merely to attack the frontiers of Germany and Austria-Hungary, but to deliver this attack in such force and at such an early date as to defeat the German plan of first crushing France and then transferring a portion of the German armies to the eastern theatre of war. Russia aimed at exerting such serious and early pressure as would force the German Empire to divert a part of the force employed against France to the east in the first weeks of the campaign, thus indirectly helping to decide the conflict in Western Europe.

Reason for Russia's swift action

What was the force that the Tsar's generals might hope to place in line on the Niemen, the Narev, and the Vistula ? The military power of Russia, so far as mere numbers are a measure of such power, is the most formidable

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SQUADRON OF RUSSIAN COSSACKS, EACH MAN OF WHICH PROVIDES HIS OWN HORSE.



CELEBRATING THE RUSSIAN VICTORIES IN GALICIA BEFORE THE WINTER PALACE, PETROGRAD.



RUSSIAN CAVALRY ON THE MARCH—THE POWER OF ENDURANCE OF BOTH MEN AND HORSES IS PROVERBIAL.

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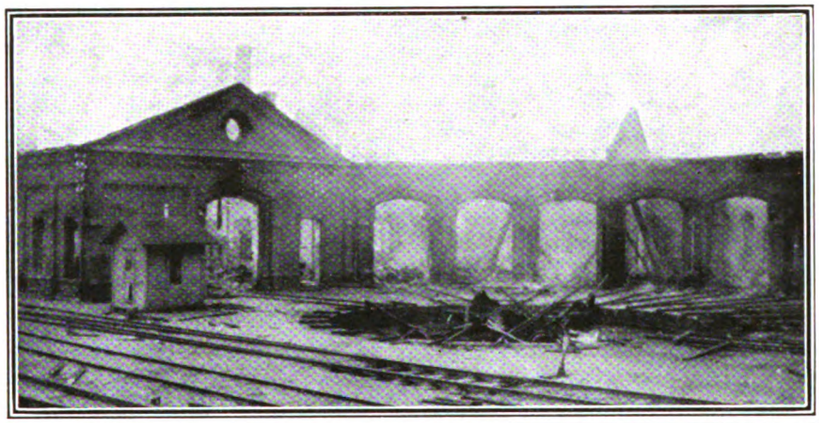
in Europe. But there has been not a little exaggeration about these numbers. Wild rumours circulated in the first days of the war that the Russians were mobilising "eight millions" of men. No serious authority on the subject has ever placed the armed forces of the Tsar's Empire at this enormous total.

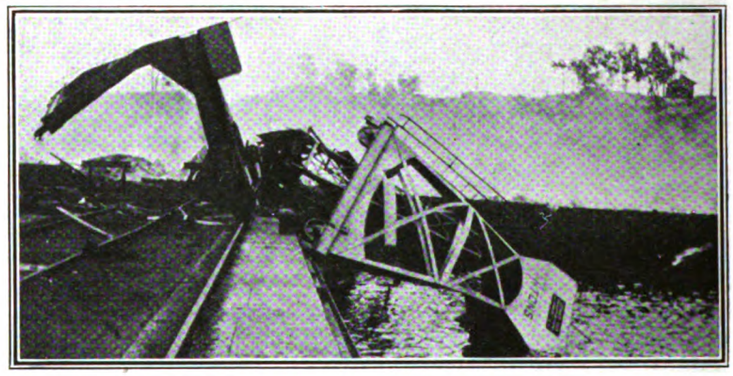
Russia maintains three armies—the army in Europe, the army of Siberia and the Far East, and the army of the Caucasus and Central Asia. Her armies are recruited under a law of universal liability to military service, but this does not mean that every man serves in the Army or receives the training of a soldier. The numbers available each year are far beyond the limits of the existing organisation. The men that are wanted are taken by a principle of selection among those who have reached their twentieth year. The recruit then serves for three years in the infantry or artillery, and for four if he is allotted to the cavalry or engineers. He is then passed into the reserve, to which he belongs for fourteen or fifteen years, so as to make up a total service in the first line of eighteen years.

Russian military strength

The soldier is about thirty-eight years of age when he has completed his active and reserve service. He is then borne for another five years on the rolls of the Militia or Territorial Army (the Opolchenie, to give it its Russian name). At forty-three he is at last free from any further obligation of military service. The Cossacks of the south serve under another system. A Cossack is liable to be called out for service as long as he has health and strength to bear arms.

If the whole of the annual contingent of men liable for service were enrolled in the Army there would be over 600,000 recruits to be armed, equipped, and trained each year, and with a three to four years' service there would be considerably over two million men permanently with the colours. No State could bear such a burden. As a matter of fact, the peace footing of all the armies of Russia united before the war reached about 1,700,000 men, which was an unusually large figure, and due to the retention of time-expired men with the colours. It is the European Army of Russia, with its reserves, that counts in the first weeks of a Polish campaign, owing to the remoteness of the armies in the Caucasus, Central Asia, and Siberia.



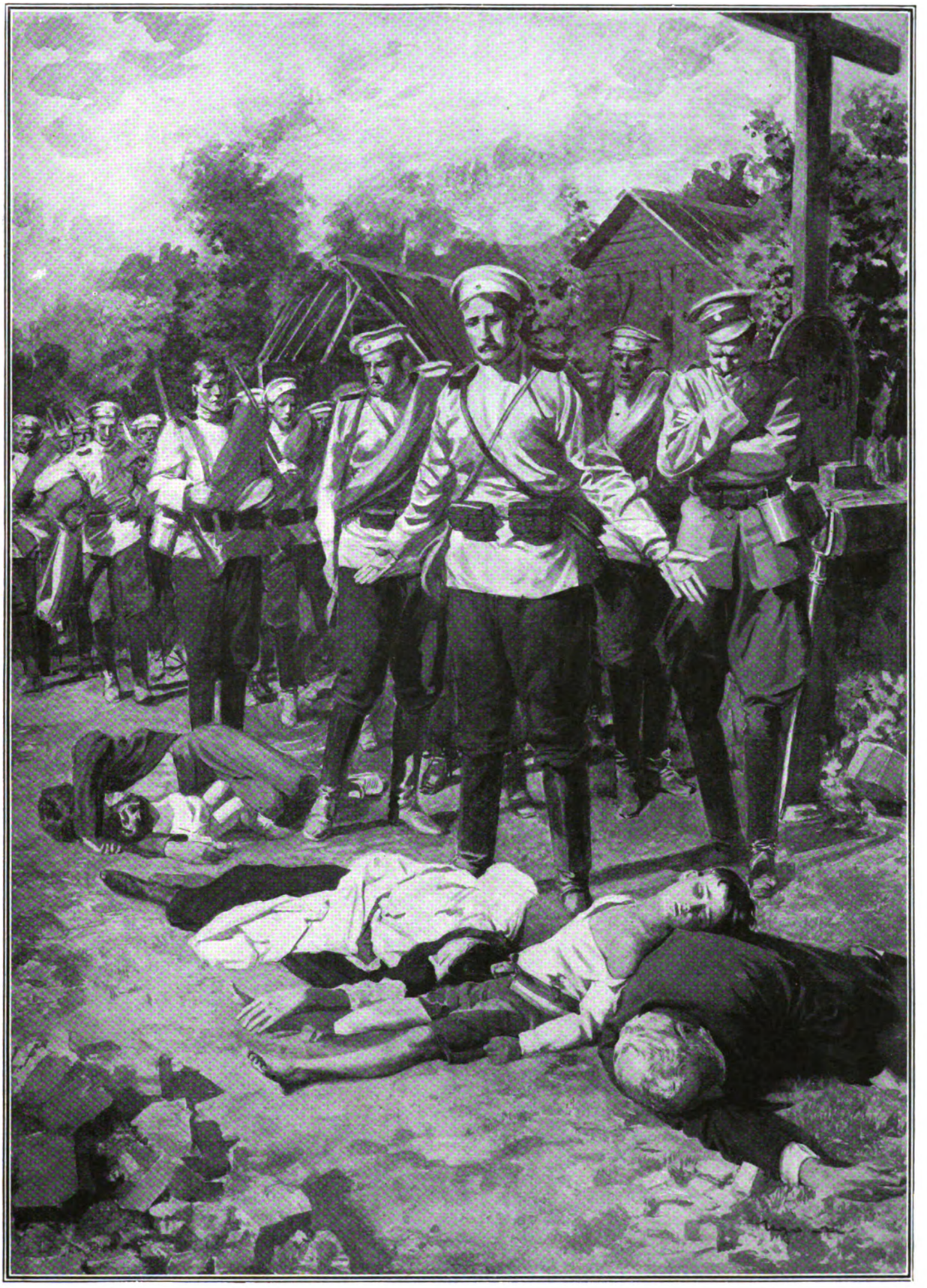


THE HEEL OF WAR IN BALTIC RUSSIA.
When the Germans raided the Aland Islands and bombarded Libau and Bona, the Russians destroyed the port and station of Hango, on the north shore of the Gulf of Finland, to prevent it falling into their hands. The station is seen burning in the upper picture, and in the lower is a photograph of the ruined port. These were among the earliest of camera records of actual war conditions in Russia.

The first line of this Army is made up of twenty-seven army corps, a number of rifle brigades, and twenty cavalry divisions. Two of the army corps are formed of picked men with an extra standard of height, the "Guards Corps" at Petrograd, and the "Grenadier Corps" at Moscow. The other twenty-five army corps are each recruited from a province or group of provinces; but as the bulk of the Army has its peace stations west of Moscow, many of these corps are not actually posted in their recruiting districts. The Guards and Grenadier Corps have each three infantry divisions; the line corps have two each in peace and three in war. The war strength of a line corps is about 45,000 men, or, if a cavalry division is attached to it, about 50,000.

The regular cavalry is organised in twenty divisions (two of the Guard, fifteen of the line, two mixed divisions of Cossacks and line cavalry, and a Cossack division). This makes a force of about 80,000 sabres. Besides this there is the general levy of Cossack cavalry. The Cossack is bound to service through all his active life; he is partly trained at home, partly at a military centre. But he is no longer the ragged, irregular spearman of the Napoleonic wars. He is a disciplined soldier, usually serving as a cavalryman. There are also Cossack batteries of artillery and Cossack rifle battalions.

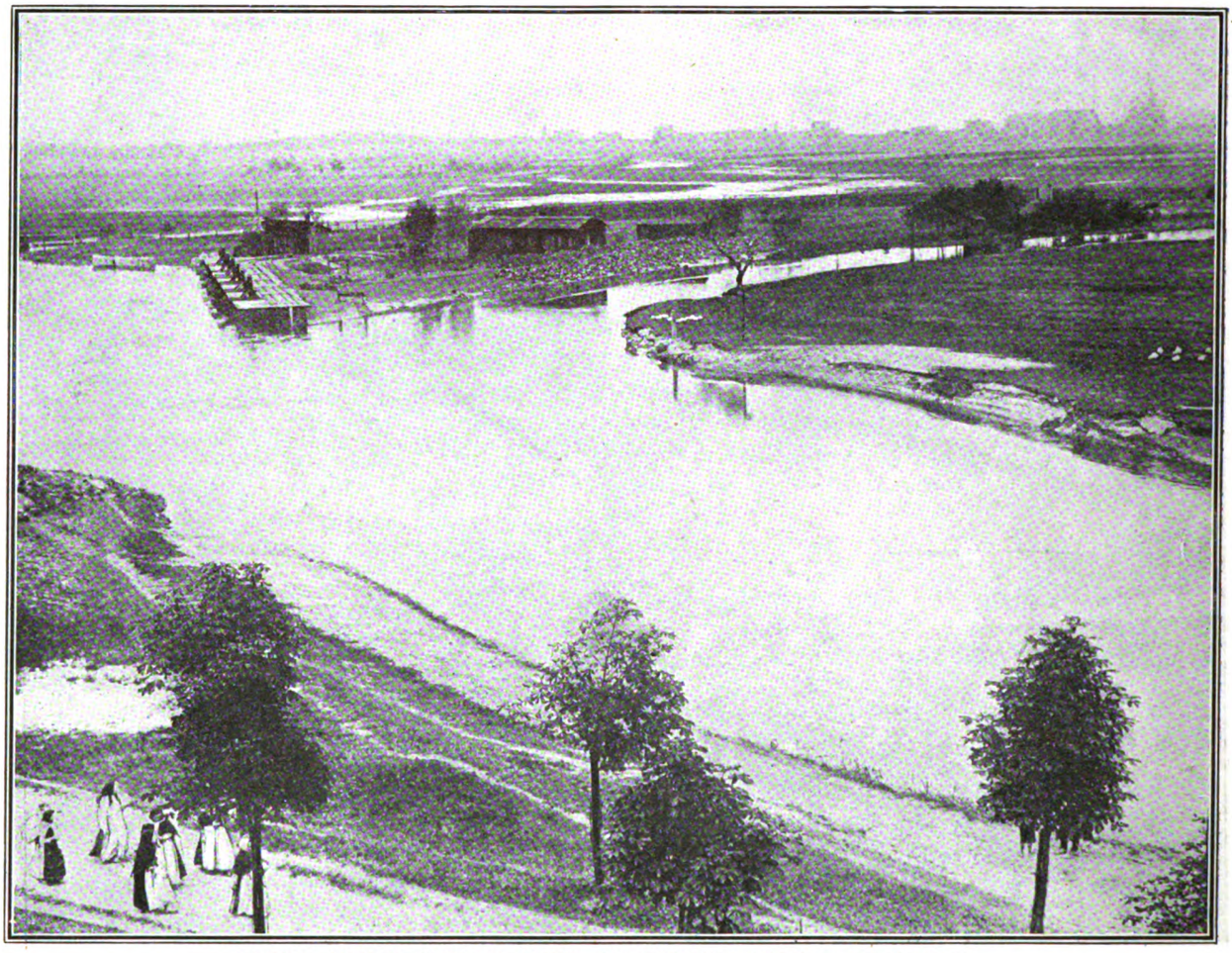
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THE TRAIL OF THE HUN ALONG THE RUSSIAN FRONTIER WAS THE SAME AS IN BELGIUM.

This special drawing, based upon authentic notes from Russia, depicts some stalwart soldiers of the Tsar standing aghast as they come upon a scene just left by retreating Germans, who had pursued the policy of terrorism taught them by their war lords from the Kaiser down—a policy that made the villages of industrious Belgium a monument of eternal shame that centuries of repentance, oceans of tears, and a hundred war indemnities could not hope to remove.

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WHERE THREE EMPIRES MEET—AN HISTORIC CORNER OF EUROPE.

This is the meeting point of three great Empires—the Russian, the German, and the Austrian—and is known as "Three Emperors' Corner." The hither side of the River Przemsza is in Silesia, in Germany; on the far side is Galicia, in Austria; and Russia is in the background, beyond the tributary stream. The spot is north-east of Cracow.

Besides the troops of the first line, there are with the colours two other classes. First there are the "reserve troops." This is a somewhat misleading name, unless their purpose is explained, for they are not reservists. They are really the skeleton cadres (organisations of officers with a small contingent of men), kept up to form a basis for the mobilisation of some of the large numbers of men who, on a general mobilisation, are not required to bring the first-line troops up to war strength. In the same way, the "fortress troops" permanently stationed in the inland fortified places and at the coast defences are skeleton units that are brought up to full strength on a mobilisation.

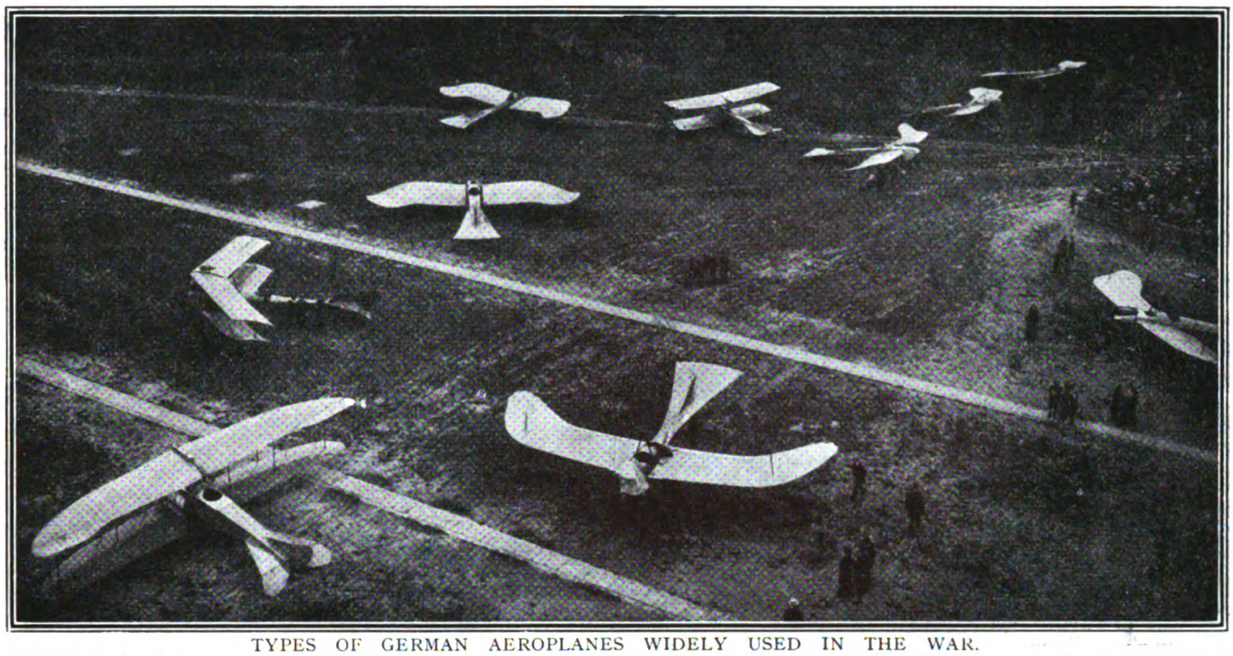
It is quite true that, considering the long period of service in the reserve, an enormous number of reservists are not only available on paper, but really exist. It must be remembered, however, that even though the men for the rank and file are available, and have had some training in past years, an army of many millions cannot be created by a mere decree. All that can be done at the outset is to fill up the existing units with the colours and the skeleton cadres, and to supply the men called out with arms, equipment, and stores from the mobilisation depots. After this stage the possession of large reserves of men serves to fill up the gaps made by loss in battle, and by the wear and tear of the campaign, and at the same time enables new units to be gradually created.

Russian plan of mobilisation

The Russian plan of mobilisation includes (1) bringing the first-line army up to war strength; (2) embodying sufficient of the surplus reservists to form, on the basis of the existing reserve cadres, a number of reserve battalions, squadrons, and batteries; (3) bringing the skeleton units of the fortress troops up to full strength in the same way, from the older classes of reservists; (4) calling up a considerable force of Cossack cavalry; and (5) calling out the Territorials, or Militia, for local defence and the preservation of order, and to supply troops to hold the lines of communication of the field army.

A mobilisation on these lines would give about three million men, with some 6,000 guns, for the first-line army, though the whole of this force would not be available at once; for even though the peace stations are arranged to facilitate concentration, want of a fully organised railway system makes it necessary to give time for reservists to travel long distances to join their units, and concentration has to be made by a small number of main lines.

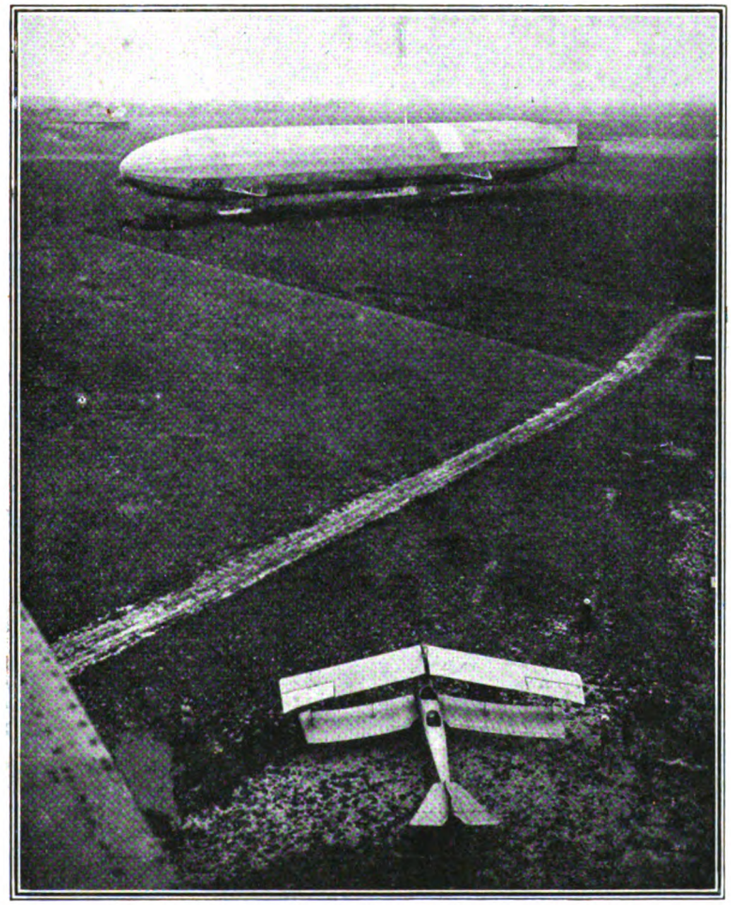
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TYPES OF GERMAN AEROPLANES WIDELY USED IN THE WAR.

It will be observed that seven of these flying-machines are monoplanes. They are of the famous "Taube" type—or, to give them their full title, "Etrich-Taube." Etrich was the name of their inventor, and "Taube" is the German word for dove. The unique feature of these machines is that they are constructed throughout of steel, giving them great rigidity. Of the three biplanes, or "doppel-deckers"—two on the extreme left and one second from the left at the back—one is of the "arrow" type.

record of failure, redeemed by the heroism of the men. Much has been done since the close of the war with Japan to improve the administration of the Army and raise the level of military education among the officers, but eight years is not a long time in which to effect any serious change in such a huge organisation. But there are, and always have been, brilliant soldiers in the upper grades of the Russian Army.



A. LEVIATHAN AND A MOSQUITO OF THE AIR.

These two types of aircraft represent the two wings of the service—the Zeppelin that can carry a ton and a half of high explosives to be dropped upon the point attacked, and the aeroplane, whose value lies chiefly in reconnaissance work, in inspecting the enemy's positions, and in guiding the artillery in attack.

At the beginning of the Great War Russia possessed three leaders of high reputation—Rennenkampf, a cavalry general, and the commander of one of the subsidiary armies under Kuropatkin in the Japanese War; Samsonoff, who had also fought in the Far East, and had the reputation of a first-class military organiser; and Russky, a scientific soldier, with a good record as a teacher of the art of war in the Russian Staff College.

All three were among the commanders sent to the western frontier. Russia had the good fortune to be opposed to German and Austrian armies that could not take the field in full strength. Germany had to send most of her first-line troops across the Rhine, and could concentrate on the eastern frontier of her empire at most five regular army corps (say, from 200,000 to 250,000 men), reinforced with reserve and Landwehr units. Austria had to leave a large army to operate against Servia, to guard her southern frontier against possible dangers from Italy, and to keep the peace in her Slav provinces.

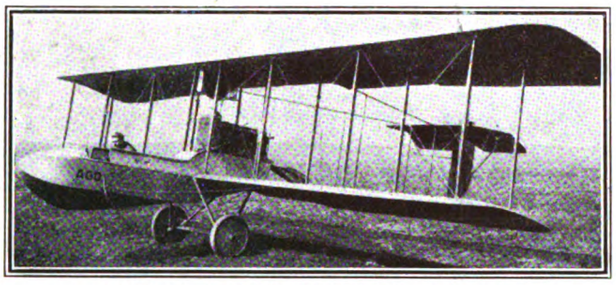
The Slav and Czech regiments sent to the front in Galicia were doubtful elements

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of strength. They might even prove a danger and a weakness. Russia could therefore count upon having to deal with opponents so heavily handicapped at the outset that she might hope to force them to act upon the defensive at an early stage of the campaign, and thus obtain the precious advantage of the initiative for herself.

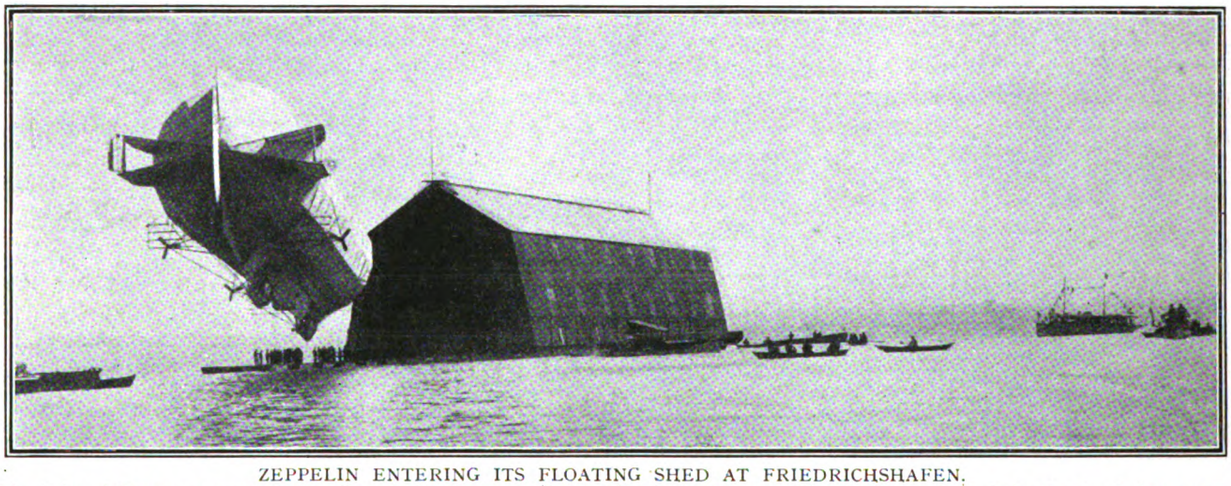
She had a further and unexpected gain. It was generally said, even amongst her Allies, that the Russian armies could not concentrate any considerable force at the front before the middle of September. But, thanks partly to many of the units having been brought up to high peace-strength before the crisis; thanks, further, to enormous exertions made by the Staff and the railway administration, by the middle of August the army in Poland itself had been heavily reinforced and was ready for active operations, and other great masses of mobilised troops had assembled on the right along the line of the Narev and the Niemen, and south of the Pripet region, on the left, threatening the frontiers of Eastern Galicia.

Russian swiftness of mobilisation



GERMAN "AGO" MILITARY BIPLANE.

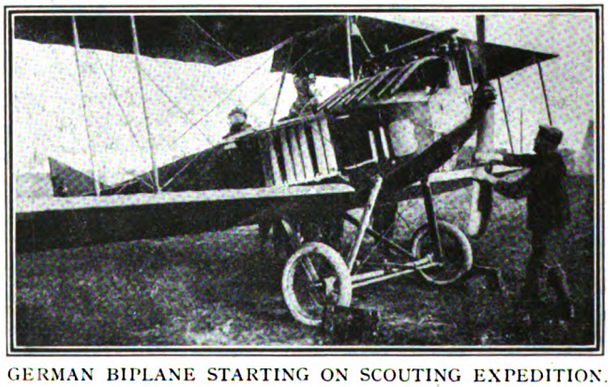
Without anticipating the story of the campaign we may here note how the pieces were set for the dread game of war on this eastern borderland of Russia. So far as one can see through the proverbial "fog of war," no fewer than six armies were set in motion by the Tsar's generals. On the right two columns advanced from the Niemen and Narev, the first in the direction of Königsberg, south of the Pregel, through the Masurian lake-land, the march being rendered easier by the exceptionally dry season of the summer of 1914; the second moved on its left through the forest tract west of the Narev line.



ZEPPELIN ENTERING ITS FLOATING SHED AT FRIEDRICHSHAFEN.

The Lake of Constance, or the Boden See, as the Germans call it, is partly in German territory and partly in Switzerland. It has many floating sheds for airships along the German side, and the photograph shows one near the German town of Friedrichshafen.

In the centre, based on the Polish triangle, an army was pushed forward towards the frontiers of the provinces of Posen and Silesia, and to cover the flank of this advance another army was sent up the Vistula, to check the menace of an Austrian army in this direction.

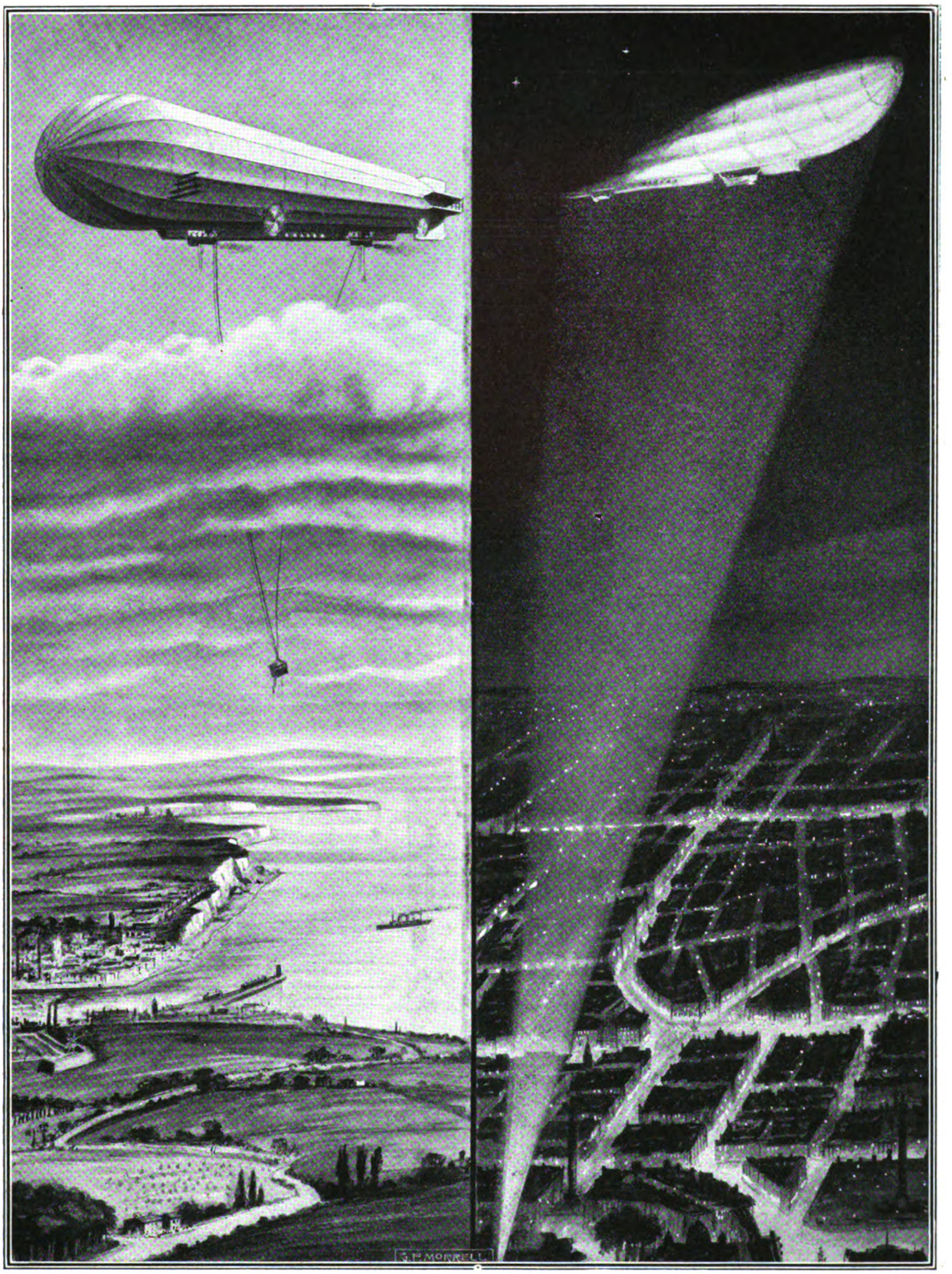


GERMAN BIPLANE STARTING ON SCOUTING EXPEDITION.

This Austrian march on the Vistula was itself threatened in flank by an advance of the fifth Russian army into Eastern Galicia, and a sixth Russian army into the Bukovina.

It will be seen at once that this vast game of war was a very complicated one. It was quite possible for any of the armies operating on the frontiers of Russian Poland to have its position endangered by a check, not to its own advance, but to that of its nearest comrades. The strongly fortified central position of the Polish triangle provided, however, a kind of pivot for the operations of the centre.

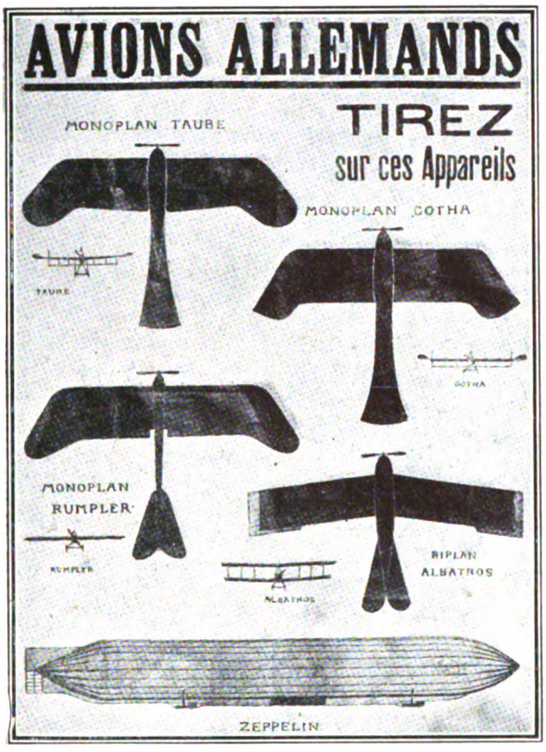
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THE FORMIDABLE GERMAN MONSTER OF THE THIRD ELEMENT.

The drawing on the left illustrates a set of ideal conditions for an attack by airship. A stratum of heavy cloud hangs rather low, and makes the land below experience "a dull day," while the airship, floating in the sunlight above the cloud, progresses with ease, its huge bulk hidden from the earth. From the cage suspended through the cloud, and visible only with extreme difficulty, the navigators above can be instructed as to the route, and bombs can be dropped upon selected spots. The drawing on the right shows how hard it is to detect an airship on a moonless night. It is only by a powerful searchlight that it can be seen, and it will be noticed that the part not in the direct rays of the searchlight beams is invisible. The value of powerful searchlights for purposes of defence will be apparent.

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"FIRE ON THESE MACHINES."
This is a reproduction of a printed notice issued by the military authorities to French soldiers, so that they might be able to recognise hostile German aircraft.

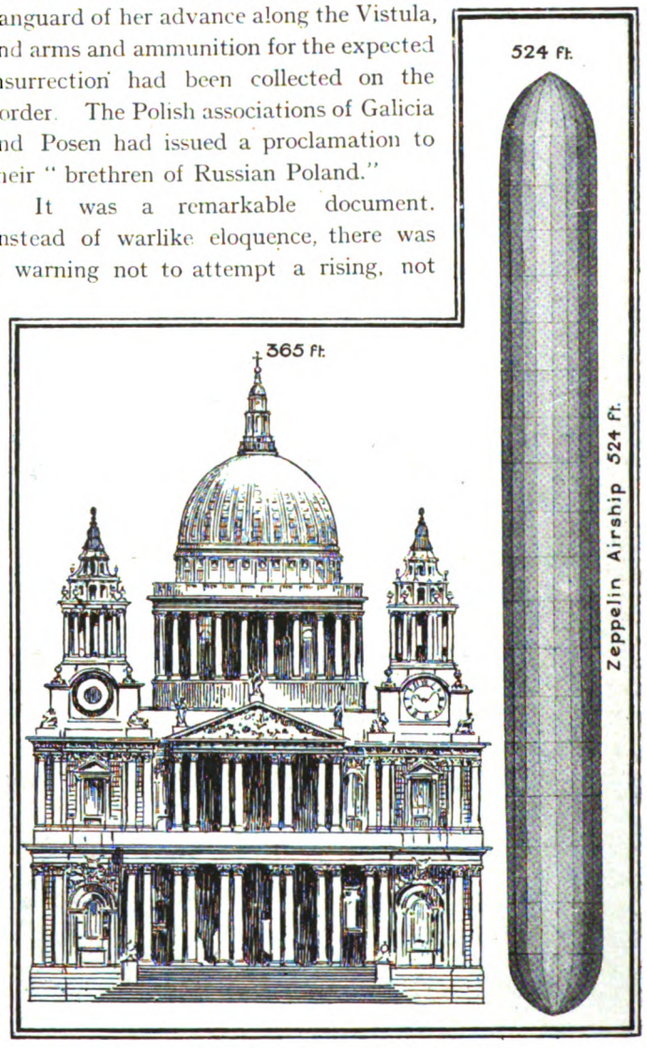
Success at the outset of a campaign has an influence of the highest value upon the armies engaged. In this case the Russians had the prospect of securing fairly easy victories at the outset, and, at the very least, the certainty of being able to march far into hostile territory without having any very serious obstacle to overcome. It was not likely that the German armies, weakened as they were by the very conditions under which the war opened, would attempt any stubborn resistance in advance of the line of fortresses along the lower Vistula and at the extremities of the Frisches Haff. And it was quite certain that the Austrians would not make any prolonged resistance in Eastern Galicia. Their first serious stand would not be met until the neighbourhood of Przemysl was reached.

Austria had hoped that at the outset of the war she could add to her own forces and increase the difficulties of the Russian commanders by exciting a rising in Poland. The Galician army corps, made up of Polish soldiers, would be the vanguard of her advance along the Vistula, and arms and ammunition for the expected insurrection had been collected on the border. The Polish associations of Galicia and Posen had issued a proclamation to their "brethren of Russian Poland."

It was a remarkable document. Instead of warlike eloquence, there was a warning not to attempt a rising, not even to collect arms, till the Austrian vanguard had arrived and secured a first victory. Then all the arms they wanted would be given to them.

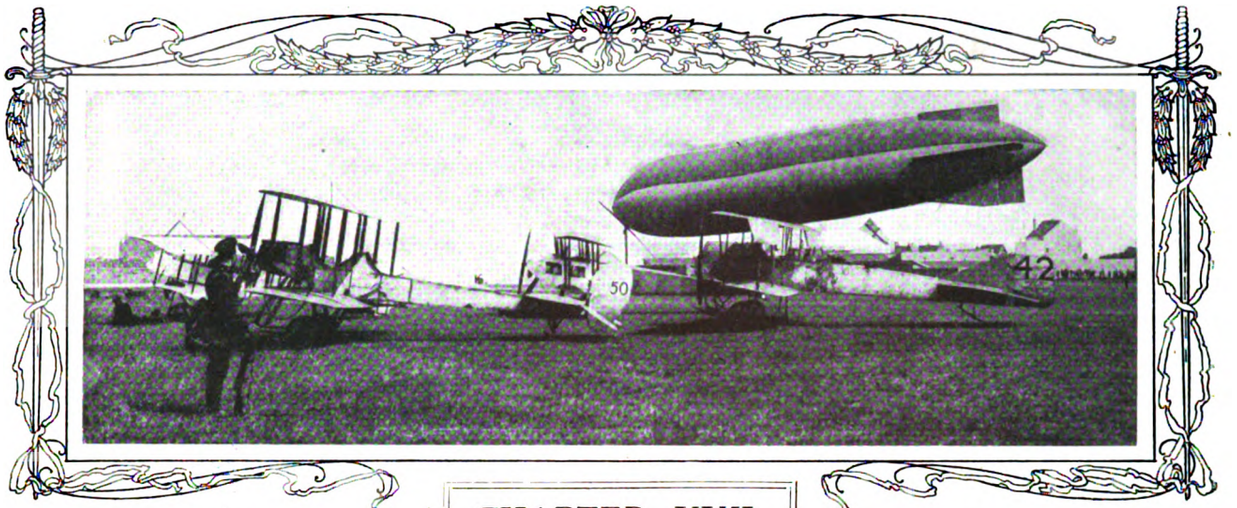
Meanwhile, they were told to make up their minds to act, and to provide themselves, not with military equipment, but with good, sound boots, "two pairs of socks, two shirts, a rough working suit, a cap, and a bag to hang by a strap over the shoulder." It was the most matter-of-fact document ever drafted by an insurrectionary committee.

But the Tsar had issued a proclamation making larger promises than any committee could put forward. To Poland he promised Home Rule when the victory over Germany and Austria was won, and with this self-government and liberty of laws, religion, and language he promised the reconstitution of the old Polish territory, by the annexation of Posen and Galicia. Poland was to live again as an autonomous State under the Russian Crown. There is no doubt that the proclamation had a great effect on Polish national opinion. It paralysed any plans of insurrection by dividing the leaders of the Poles. Many of them saw in a Russian success the prelude to a restoration of their national life. Thus the great conflict began with a pledge that, if the Russian armies were victorious, their victory would be followed by the resurrection of the Polish nation, inauguarating a new era of peace and goodwill in Europe.



THE ENORMOUS SIZE OF A ZEPPELIN.
If we stand on the roadway of Ludgate Hill, London, and look up at the dome of St. Paul's Cathedral, and if we are told that a Zeppelin is about fifty per cent. longer than the distance from the ground to the top of the golden cross, we begin to realise how enormous is one of these great airships.

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AIRCRAFT OF THE

CHAPTER XVII.

ROYAL FLYING CORPS.

THE NEW ARM IN THE NEW ELEMENT.

By an Expert in Aviation.

Former Use of Aircraft in War—Purpose of the New Arm in Warfare—Types of Airships—Frameless and Semi-rigid Types—The Zeppelin—Construction, Speed, and Capacity of Zeppelins—Aeroplanes—Aeroplane Powers of Attack on Dirigibles—Variable Speed—The Fuel Question—The Training of Airmen—German Secret Preparation—Aircraft in Naval Warfare—The Air Equipment of the Different Belligerents—The Question of Motors—The British Royal Flying Corps—Tributes to Its Value and Efficiency—Aircraft as Range-finders—Air Raids

THE most novel feature of the greatest war in history was the fact that it was waged in three elements, and not confined to two—land and water—as former wars. True, in the Italian campaign in Tripoli, airships and aeroplanes were used not infrequently to locate the enemy. But that was not war in the air, in that the enemy possessed no means of ascending from the ground and matching the equipment and advantages enjoyed by the Italians.

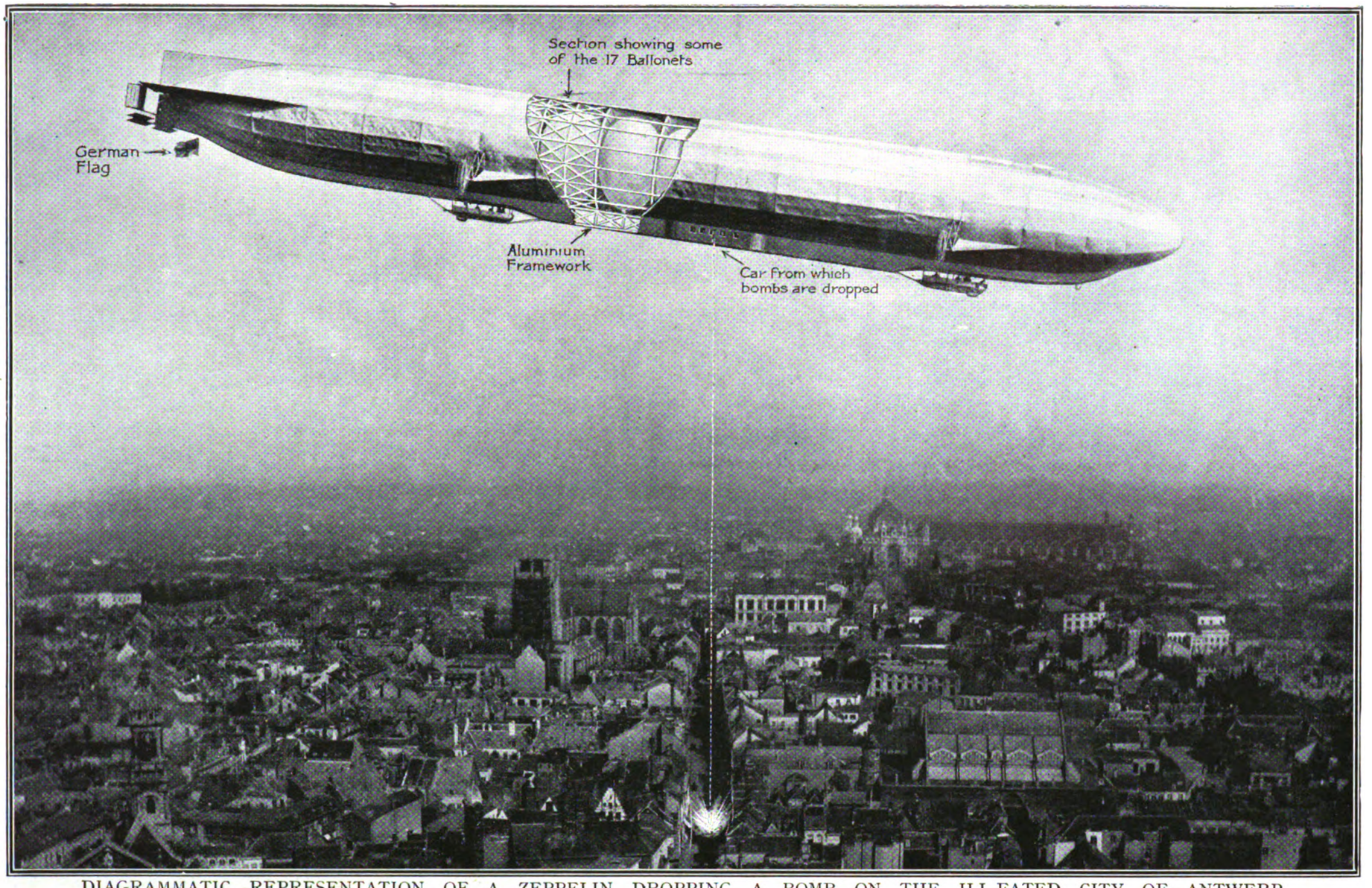
In the Balkan Wars, too, some slight use was made of aeroplanes for purposes of reconnaissance. Here again the numbers possessed were very few, and the flying was of a character that would not be called military in any sense of the word by the Great Powers who engaged in the world's greatest conflict. France and Germany have been the pioneers of aerial warfare, with Britain as a very good third. All the great States fighting on the Continent of Europe started the war equipped with highly-developed aircraft—airships or dirigibles, aeroplanes, and seaplanes (or aeroplanes with floats for use at sea)—and all had carefully-trained pilots and aerial observers.

Thus for the first time we were engaged in war in the air, because the opposing forces had the men and the machines. As it is a prime object of developing such a Third Arm to reap an advantage over the opponent by its possession, it follows that it was impossible any longer to confine aerial work in connection with warfare to the business of spying on the foe. That foe was also in the air to prevent his antagonist observing him. It was as vital that his enemy should fail in achieving that purpose as it was that he should succeed in spying on the enemy. That, in brief, is the why and wherefore of airman attacking airman; of the dirigible balloon stealing over forts, undefended areas, and camps to drop bombs on them



A GROUP OF BELGIAN MILITARY AVIATORS.
The photograph was taken in Ghent, which this party of Belgian flying-men had reached from Namur before the latter city had fallen under heavy battering by the big German siege-guns.

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DIAGRAMMATIC REPRESENTATION OF A ZEPPELIN DROPPING A BOMB ON THE ILL-FATED CITY OF ANTWERP.

One of these great scourges of the sky caused havoc in Antwerp before the fall of the city on October 9th, 1914, although children, women, and old men were the chief sufferers. The cut-away section of the side of the airship illustrates the construction of these monsters of the upper air. The rigid grey-coloured body contains seventeen separate balloons, each of which can be filled independently of all the others, and injury to one section does not affect the other balloons. A Zeppelin carries two cars with a long passage, really part of the main framework, between the two, as seen in the picture. Many of the Zeppelins are fitted with a platform right on top of the body, and this platform is mounted with a special sky-pointing gun, so as to fire upon aeroplane attack from above.

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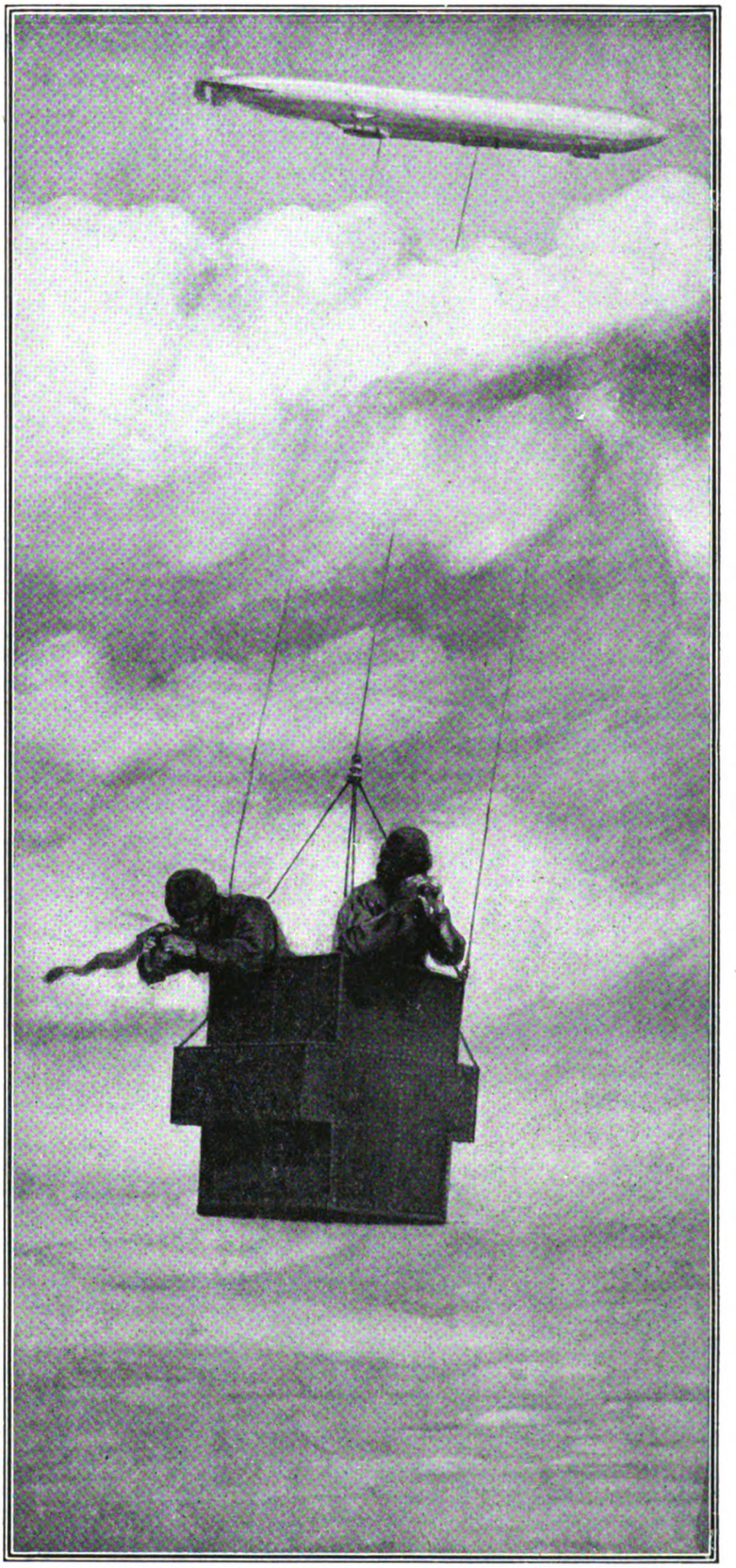
in the dead of night; and of aeroplanes and seaplanes flying by day, some with small bombs that can be released when over the objective, others with machine-guns; yet others with sharpshooters. The tale of all these doings stirs the blood, and suggests unlimited scope for patriotic adventure.

France has always made a feature of the frameless airship, in which the gasbag is merely an envelope of fabric, without anything rigid in it. The great military value of this system is that such a machine is easy to transport from point to point by rail or motor-car in a collapsed condition. It can be inflated at a convenient place with compressed hydrogen available in cylinders. Such an airship in the field need not be operated from a gigantic and easily-detectable airship hall, because of this power of collapsing it and inflating it at will. Usually, however, to save cost and time, when the conditions of the campaign render it safe, portable sheds are employed for housing the larger sorts of French dirigibles.

The smaller airships, such as are used by Britain, can be moored in the open. Some of the large vessels of the semi-rigid sort can also be moored in the open even in high winds, if the car, or gondola, containing the power plant is temporarily detached. The envelopes of both these types of dirigibles are made of gas-tight, rubber-proofed fabric, which deteriorates rapidly, especially under the action of daylight. Where gas-leaks occur, however, the envelopes can be patched to quite a remarkable extent; hence they are good for several seasons, even when exposed.

For making voyages of some distance, especially for offensive work, when heavy bombs have to be carried as well as large supplies of fuel, large airships are essential The biggest French vessels were only a fraction more than half the size of the monster, rigid German airships of over four hundred and fifty feet in length. Even so, however, some of the French airships were over three hundred and thirty-six feet long.

The outstanding characteristics of the French school of design are the frameless and the semi-rigid systems, which can readily be emptied or collapsed, just as the rigid dirigible is the outstanding, but by no



THE BULLET-PROOF CAGE OF THE ZEPPELIN BOMB-THROWER.
When the Zeppelin floats in safety, hidden above the clouds, it can drop through the misty screen an armoured cage, like that shown here, from which observations can be made and bombs discharged in comparative safety, as it is extremely difficult to distinguish so small an object from the earth.

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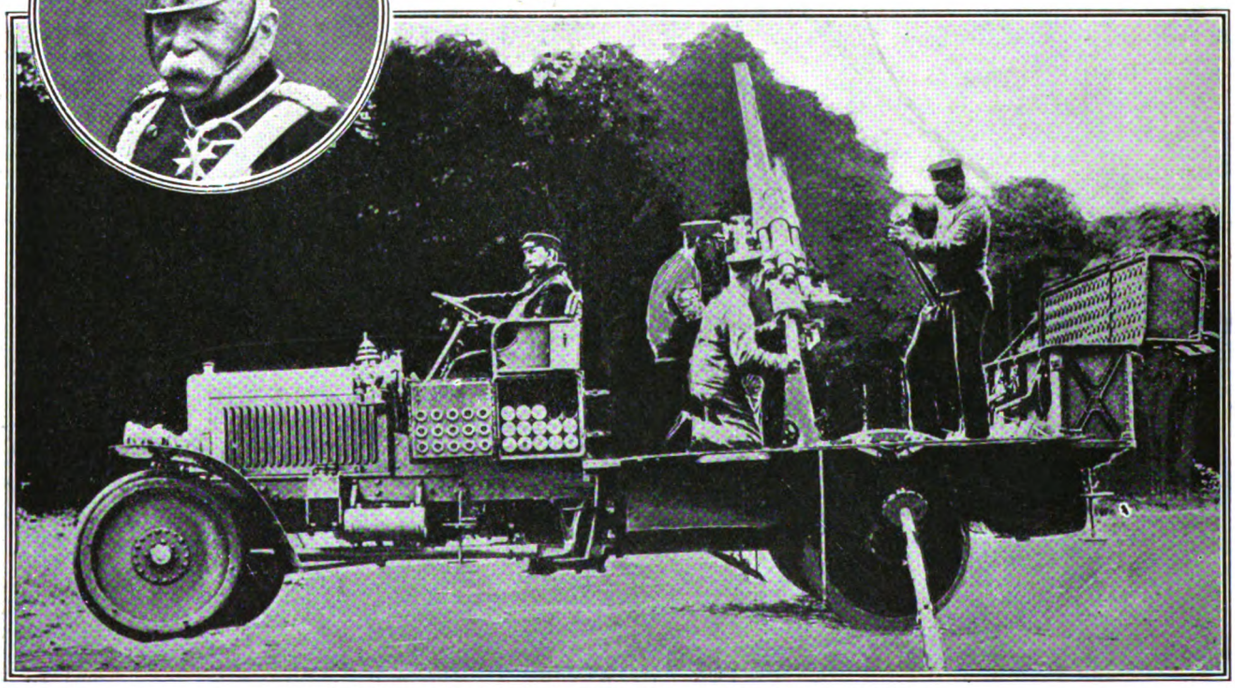


A ZEPPELIN CREW WATCHING ANOTHER AERIAL BATTLESHIP.

Experience showed that the occupation of a Zeppelin airman is the most dangerous it is possible to conceive. Accident or the vagaries of the weather have sent two Zeppelins to earth and their entire crews to death. This photograph shows the crew of a Zeppelin watching the operations of another Zeppelin that is sailing past.

means the only, type of airship produced by Germany. Count Zeppelin, that splendid German veteran, whose daring cavalry reconnaissances won him fame in the early stages of the Franco-German War of 1870-1, acquired the patents of an Austrian engineer named Schwarz, who had constructed the hull of a dirigible in Russia, and another in Germany, both of the thinnest aluminium sheeting, but rendered rigid by cross-bracing, girder fashion, with aluminium tubing. With this development, Count von Zeppelin resuscitated an original idea by connecting to a rigid framework several balloons placed one behind the other. He discarded Schwarz's rigid aluminium outer hull. A Zeppelin airship consists of a lattice-work cylinder having from sixteen to twenty-four sides in cross section, and built of aluminium tube girders, rigidly braced internally. The vessels have varied in size, for those built in 1908 were only half the size of the largest produced before the opening of war. They also differed one from another in the precise section, and in the number of interior balloons. But from start to finish there was no departure from the main principles of construction.

The cylindrical aluminium frame which gives the vessel its distinctive shape is divided longitudinally into sixteen or more compartments, each with



A GERMAN HIGH-ANGLE GUN FOR ATTACKING AIRCRAFT.

The creation of the air arm of warfare immediately called into being a class of anti-aircraft guns specially designed for counter-attack. These take many forms, and some are wonderful pieces of scientific mechanism. This photograph shows a German aircraft-attacking gun, its caisson mounted on a motor-tractor so as to give the maximum of mobility. The special recoil-resistance apparatus is seen at the side of the wheel. Even the enemies of Germany cannot refuse their meed of admiration for the veteran Count Zeppelin (seen above) who, by indomitable perseverance in face of disaster, brought the Zeppelin airship to a high point of practical efficiency.

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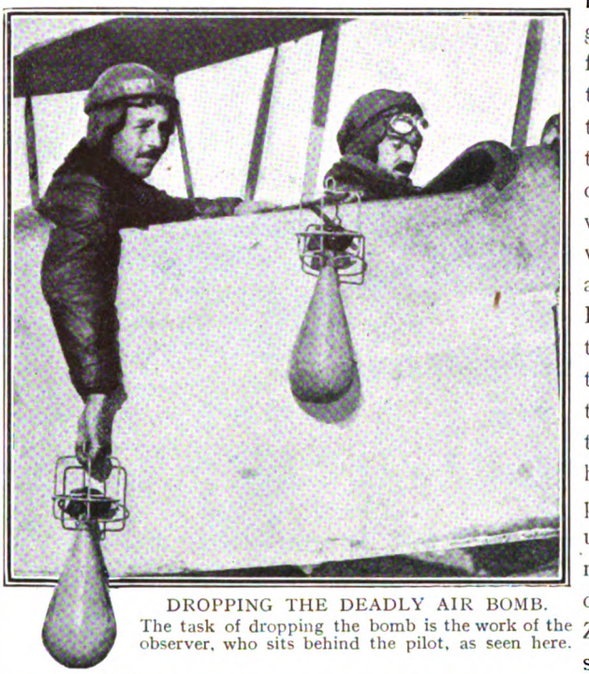


DISEMBARKING A BRITISH AEROPLANE ON ITS ARRIVAL IN FRANCE.

Here is seen one of our Army aeroplanes—minus its wings—being hoisted over the side of a British transport on arrival in France. As a matter of fact, however, few of the British air machines were shipped over—they were nearly all flown across, despite the fact that not one of them had floats of any kind to help it to remain on the surface if it had been necessary to descend while crossing the Channel. One British airman flew aeroplanes over from England to the front on eight consecutive days, returning every day by train, boat, and motor-car ready for another. He also did some aerial reconnaissance work at the front, and was slightly wounded.

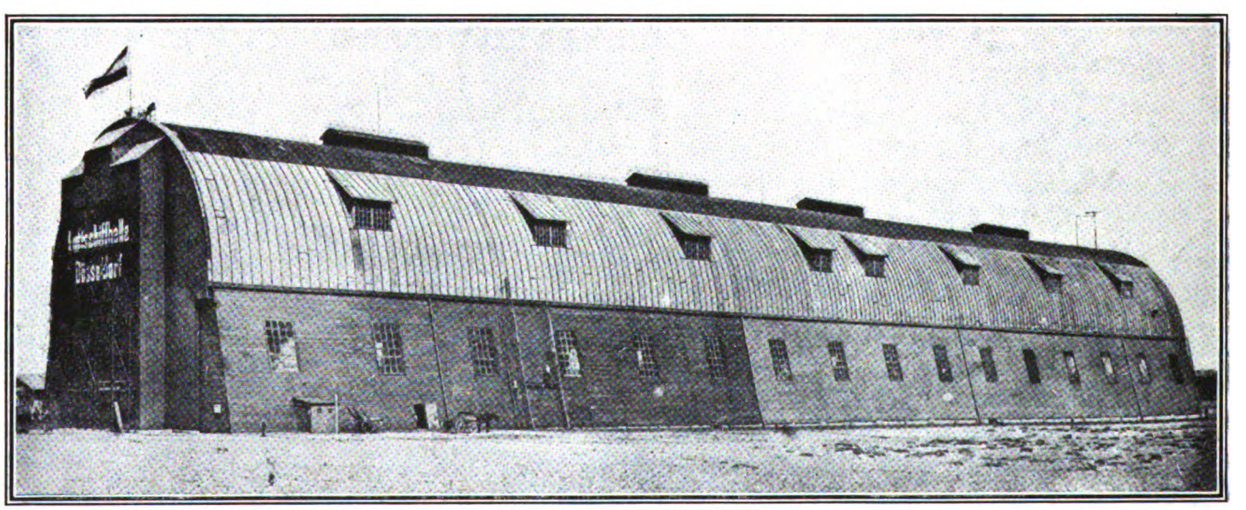
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self-complete balloon or hydrogen gasbag, fitted with a valve for emptying it of gas, and an appendage for inflating it with hydrogen, as well as an automatic safety-valve to limit the maximum pressure of gas inside. The largest Zeppelins have over 812,000 cubic feet gas capacity, and are more than 500 feet long, yet they have a maximum diameter of less than fifty feet, so that they present a minimum of head resistance to forward travel, particularly as the cars fore and aft, each with its two motors (of 180 to 200 horse-power apiece) and set of two propellers, are placed as close as can be against the big hull. Thus only the long sausage-form has to be pushed through the air, in contra-distinction to the semi-rigid and frameless forms of construction, in which car and power plant are one unit, and the gasbag or balloon an independent one above them, and in which the driving effort is not applied to the main mass to be pushed through the air, but is delivered on a lower plane from the car.



DROPPING THE DEADLY AIR BOMB.
The task of dropping the bomb is the work of the observer, who sits behind the pilot, as seen here.

With a Zeppelin the thrust of the propellers is delivered from the sides of the main envelope, resulting in better mechanical efficiency. Aluminium is used for the construction of the cars. Each car has a double bottom, protected by strong rubber buffers, to render the vessel equally suitable for alighting on the surface of the water or on land. The propellers are fixed on stays to the side of the balloon, and are gear-driven from the engines contained in the cars, which also carry ammunition and guns. A unique Zeppelin feature is that the rigid frame of the gasbags enables a gun platform to be mounted on the top of the balloon, so that this was the only airship in the world the captain and crew of which could be warned by look-out men when anything is flying above and threatening the craft. However, experiments before the war showed that danger to the craft was caused by the detonation of a gun on top of it. But in war, risks have to be taken which in peace would not be faced until investigation and experiment had led to further development. The largest Zeppelins are capable of a speed, independent of the wind, of quite fifty-two miles an hour. They have a radius of action of at least twelve hundred miles. This means that, operating from Kiel or Heligoland, they could go to Dublin or Belfast and back. They possess the longest radius of action of any class of aircraft in the world, and they are much the speediest dirigible balloons. They can also carry loads of about five tons, but this must include the weight of the crew and of fuel, oil, and water, so that the weight of ammunition carried could not well exceed a ton and a half. They hold the world's



THE ZEPPELIN SHED AT DÜSSELDORF.
The enormous sheds, or "hangars," necessary for housing the Zeppelins make them conspicuous objects, so that they form easy marks for attack by daring flying men. Flight-Lieutenant C. H. Collet was the first to fly into German territory, where he dropped a bomb on the shed at Düsseldorf on September 23rd, 1914. The bomb set fire to the shed, but it was impossible to estimate what damage had been done.

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Some Heroes of Our Royal Flying Corps



The central portrait is Commander Samson; on the extreme left is Flight-Commander R. L. G. Marix, who raided Dusseldorf; next is Mr. Walter Wood, who escaped after capture by Germans; on the extreme right Captain Robin Grey, who received the Legion of Honour; and on his right Squadron-Commander Gerrard.



Lieutenant S. V. Sippe, reported on Oct. 9th, 1914, to have taken part in an air raid that damaged the Zeppelin sheds at Dusseldorf.



Sir David Henderson, commanding the Royal Flying Corps, was warmly commended in the dispatch of October 8th, 1914.



Squadron-Commander Spenser D. A. Gray, R.N., carried out the air raid on the Dusseldorf Zeppelin hangar on October 9th, 1914.



Flight-Lieutenant C. H. Collet made the first attack on the German sheds at Dusseldorf, as announced officially on September 23rd, 1914.



Mr. Gordon Bell was shot, and had his machine smashed by Germans at Mons, but managed to plane to earth and rejoin the British lines.

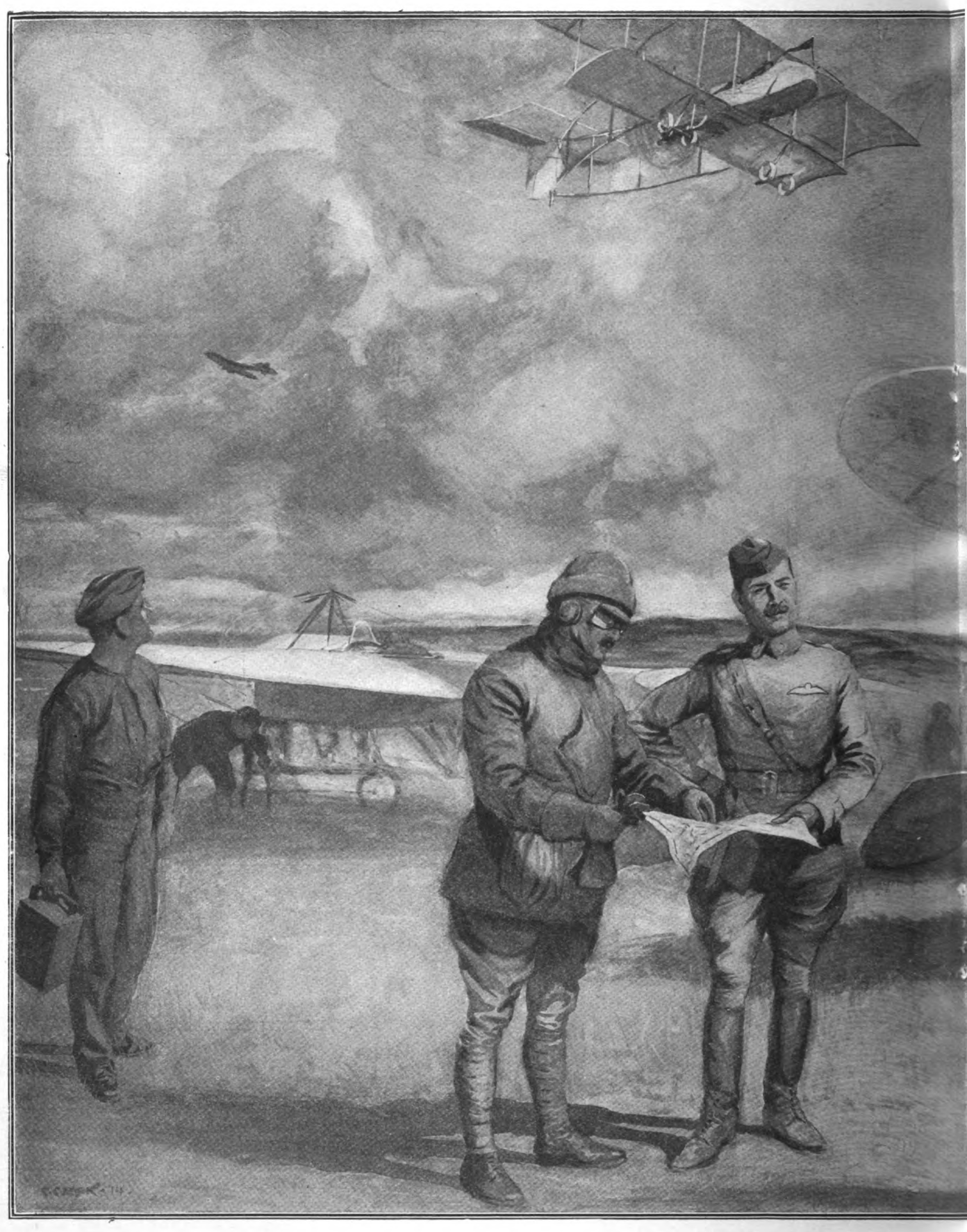


Lieutenant A. Christie, attached to the Royal Field Artillery, mentioned in Sir John French's dispatch of October 8th, 1914.



A group of members of the Royal Flying Corps, including Lieutenant Playfair, Lieutenant Mills, Lieutenant Soames, Captain Board, Major Riley, Major Higgins, Lieutenant Jones, Lieutenant Gould, Lieutenant Small, and Lieutenant Anderson.

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OFFICERS AND MEN OF THE ROYAL FLYING CORPS WITH THEIR MACHINES.

OFFICERS and men of the Royal Flying Corps wear a distinctive dress. The men wear a designation on their arm consisting of the words: "Royal Flying Corps," in white letters on a blue ground. Officers and men who have gained their flying certificate wear on their left breast a white badge consisting of two eagle wings.

The men wear a khaki-coloured undress uniform, with a coat that gives them, as it were, a breastplate of cloth across their chest. The military mechanicians, who are concerned with the maintenance of the engines, wear the ordinary blue overalls, their only distinguishing mark being the forage-cap, which can on occasion be pulled down to tie under the chin. One of these mechanicians is seen on the extreme left.

On the right is a sergeant of the R.F.C., wearing the new badge of a propeller on his arm. He is saluting two aviation officers, one dressed for flying, the other wearing the flying certificate badge. On the right is an army B.E. biplane, with its four-bladed propeller and two seats for pilot and observer. This type, it is stated, is becoming more and more the standard pattern of machine for use by the R.F.C. On the left is a Bleriot monoplane, and in the air a Henri Farman biplane.

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HOW ZEPPELIN 5 WAS WRECKED AND CAPTURED BY RUSSIAN CAVALRY.

As a Russian cavalry brigade, with a horse battery, was proceeding towards the Russo-German frontier in September, 1914, Zeppelin 5 approached from the direction of Mlava. The battery promptly opened fire. At the third volley the airship began to assume a vertical inclination, its stabilisater and rudder being damaged. Flinging down ineffective bombs, the Zeppelin disappeared behind a wood. Without losing a moment, the guns were taken round the wood at a gallop and renewed their fire. The airship then slowly descended to earth and was captured, its crew of three officers and seven men being taken prisoners. One of the officers had torn off his epaulets to conceal his rank. The hull of the airship, which had been pierced in several places by the Russian fire, was eventually blown up, after several trophies had been carried off, including an Army flag with the name "Zeppelin 5" and an embroidered eagle insignia of merit.

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record for dirigible balloon altitude at over 10,000 feet. The disadvantage of the system is that this form of construction can be used only from a permanent and specially-prepared base. Zeppelin airships not only want enormous accommodation by reason of their vast size, but they also need a regiment of men to handle them when they are starting and landing, and they require large crews. As many as thirty men have been found in a captured airship. In the event of storms arising they are practically unmanageable. They cannot be emptied of gas as can frameless and semi-rigid balloons. A mild breeze blowing on the side of a Zeppelin exercises a force of scores of tons, tossing and tumbling about a whole battalion of men engaged in endeavouring to restrain the monster.

Drawbacks of the Zeppelin

Because of this difficulty of controlling them in gales or bad weather, many Zeppelins were damaged or destroyed before the war began. Two of the greatest catastrophes in airship history befell the first two naval Zeppelins, L (or "luftschiff"—i.e., "airship") 1 and L2. L1 was engaged in manœuvres with the German High Sea Fleet on September 9th, 1913, when she was suddenly caught by a violent squall. The vessel was carried up five thousand feet, at which height the buoyancy of the gas-containers began to fail owing to an escape of gas. Rain fell in cataracts, and the cover held moisture to such an extent as to increase the weight to be sustained by one or two tons. At this juncture a fresh gust caught her and drove her downwards to the water, where she buckled, and sank, with the loss of fourteen of her crew.

Five weeks later, on October 17th, L2, a yet larger and more powerful Zeppelin, made an ascent from Johannisthal, near Berlin, with a crew of twenty-eight officers and men. As she rose the gas expanded and escaped



THE BRITISH ROYAL FLYING CORPS AT FARNBOROUGH.

The British Royal Flying Corps, under Sir David Henderson, did invaluable observation work, and soon established their worth as individually superior to the German aviator. In his despatch of September 7th, 1914, Sir John French wrote: "I wish particularly to bring to your lordship's notice the admirable work done by the Royal Flying Corps under Sir David Henderson. Their skill, energy, and perseverance have been beyond all praise. They have furnished me with the most complete and accurate information, which has been of incalculable value in the conduct of the operations. Fired at constantly both by friend and foe, and not hesitating to fly in every kind of weather, they have remained undaunted throughout. Further, by actually fighting in the air, they have succeeded in destroying five of the enemy's machines."

from the valves, which are located under the gasbags, and just above the cars. A spark from the magneto, or a back-fire from one of her four engines (each of 180 horse-power), probably set the gas on fire. A rush of flame was seen from the ground, there was a loud explosion or crash, and the blazing airship fell to the ground. All on board were killed.

Up to the date of these two accidents Count Zeppelin had been able to boast that no life has been lost in any of the mishaps to his airships. It says much for German resolution that the German Government proceeded, undismayed, to build additional ships of the same type. In Great Britain, unfortunately, a very minor mishap to naval airship No. 1, which was begun in 1910, led to the abandonment of rigid airship construction for the British Government until 1913, when Mr. Churchill gave orders for one large ship of this type to be commenced.

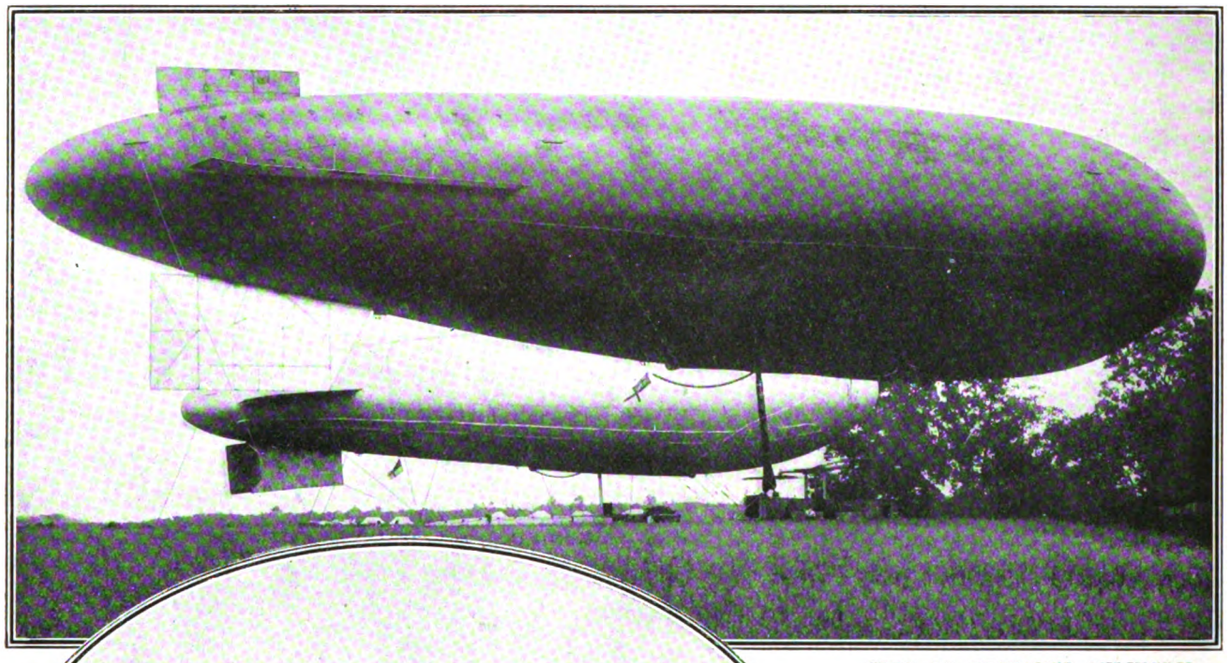
German faith in rigid airships

In the air all airships are controlled on practically the same principle, the differences being merely in the degree of navigability and in the portions of the airship to which the various control gears are fixed. The Zeppelin looks to the lay eye by far the most shipshape craft. The gasbag of an airship is nearly always furnished with something approximating to the fins of a fish, or else to the feathers on an arrow, so as to give it stability and prevent it from rolling. The most general method is to have horizontal and vertical fixed planes. There is, besides, a vertical rudder, or, in the case of a Zeppelin, a series of rudders, to enable the machine to turn to right or to left, so long as it is moving under its own power, and has steering way. Most airships carry water ballast for

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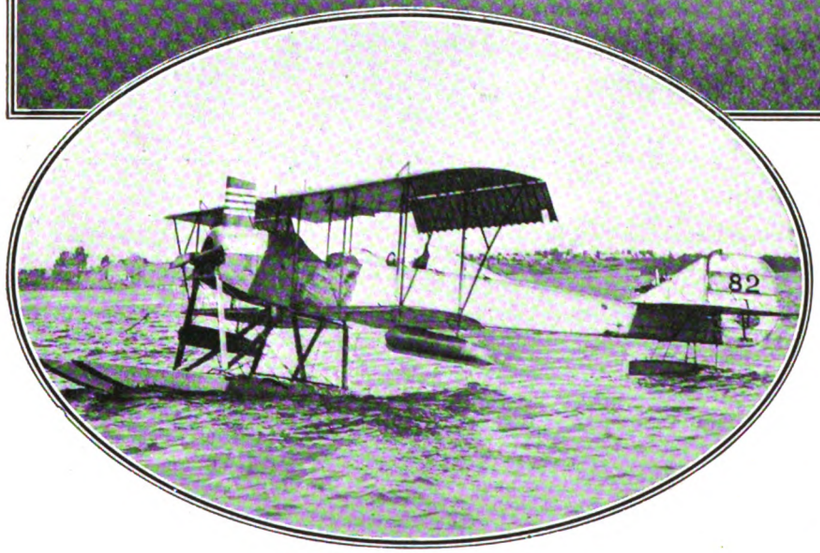
emergencies. By discharging it, the airship can be made to rise; but most dirigibles do not waste their supplies in this fashion. On the contrary, they rise or fall by the power of their engines. Some have screws that can exert power in a vertical direction to cause the machine to lift. This is not the general, or by any means the most efficient way. The ordinary method of rising is to employ horizontal rudders, otherwise movable aeroplane surfaces. Thus, for steering to right or left, the vertical rudder is turned to one side or the other. In like fashion, the horizontal rudders or planes are moved up or down, as the pilot wishes the airship to ascend or descend. The operation is, in effect, merely steering up or down, instead of to the right or left.

The naval and military departments of the leading countries of the world have realised that for effective work all classes of aircraft are required. This necessity primarily arose from the limited range of the aeroplane, which



TWO OF BRITAIN'S MILITARY AIRSHIPS.

The "Delta," nearest the camera, with the "Gamma" behind it, anchored at Gosport near their stations. The largest Zeppelins are more than three times as long as these British airships, and have an internal cubic capacity almost nine times as great.



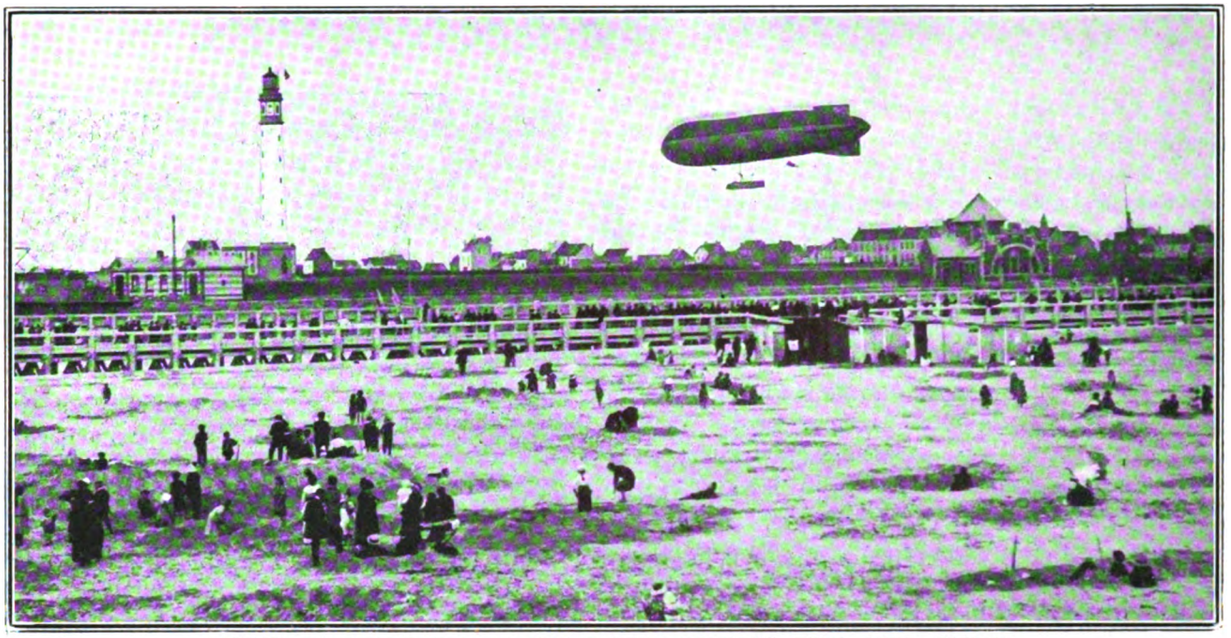
A BRITISH SEAPLANE.

The need for aeroplanes that could alight on and rise from water was felt by Great Britain more than by any of the other belligerent countries, and this need led to the development of the seaplane as an arm of the British Navy.

is approximately half that of the Zeppelin dirigible balloon; from the proportionately low carrying capacity of aeroplanes; and, above all, from the fact that the aeroplane must continually travel, else it falls, whereas the dirigible balloon can hover or drift without using power and without losing altitude.

Of the two, the aeroplane is vastly the more weather-worthy, and as superior to the dirigible in speed as the airship is superior to it in range. No dirigible has yet developed a speed of a mile a minute, independent of the wind, though Count Zeppelin got very close to that rate of travel; whereas many aeroplanes have speeds of over two miles a minute, and have maintained that rate of travel for an hour at a spell. Until 1912, also, the use of the aeroplane was confined almost entirely to daylight, whereas, by contrast, for military operations, the use of the dirigible balloon has been and is confined largely to the hours of darkness. Only recently has it been possible to build dirigibles to rise to such heights as 10,000 feet. This contrasts with an altitude record of 26,000 feet for the aeroplane.

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BRITISH MARINE AIRSHIP OF THE "ASTRA TORRES" TYPE OVER OSTEND.

This British airship is 250 feet long, which is almost twice as long as the two shown on the opposite page, and has a cubic capacity over four times as great, namely 8,700 cubic metres Her speed is rather more than that of the best Zeppelin, being about fifty-two miles an hour.

Thus, with its greater speed, its presentation of proportionately an infinitesimal mark to fire when compared with the vast bulk of the dirigible balloon, its greater weather-worthiness, and its ability to ascend to more than double the height of the airship, as well as to turn, rise, and fall very much more quickly, the aeroplane has numerous advantages over the airship, which must necessarily be more or less at its mercy in daylight.

Further, thanks to the extraordinary enterprise of such pioneers as Commander C. R. Samson, head of the naval wing of the Royal Flying Corps, the aeroplane began to invade the peculiar province of the dirigible balloon by flying in the hours of darkness, an operation which necessarily calls for most exceptional nerve and skill. The aeroplane is therefore the most serious menace to the dirigible balloon when it is flying at over 6,000 feet, so as to be out of range of the gun fire from below. Moreover, both aeroplane and seaplane were equipped with bombs designed to burst either before or after actually making contact with the airship, so as to annihilate it by exploding the hydrogen in its gasbag. Early in this war we learned that piercing an airship's envelope with bullets is not an effectual method of compassing her destruction.



COMMANDER SAMSON, OF THE ROYAL NAVAL FLYING CORPS, AND SOME OF HIS OFFICERS.

The name of Commander Samson (seen seated fourth from the left) came prominently before the public in the early days of the war. On September 16th, 1914, in a small armoured motor-car he killed four Uhlans and captured a fifth, near Doullens, close to the Belgian frontier.

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The naval and military requirements of the nations engaged in the war put a very high premium on a quality which the airship has always possessed, but which it was found possible to achieve with aeroplanes only during the twelvemonth prior to the war—widely variable speed in flight. Variable speed represents reserve energy, such as enables an aeroplane to rise quickly to a great height or to travel very fast. There are various reasons why we also want that same machine to be able to travel at considerably less than its maximum speed. The first aeroplane to fly at two miles a minute required a run over the best part of a mile before it would rise from the ground, and quite that space for a clear run on alighting —conditions obviously impossible for naval or military use. For those services aeroplanes are required which will rise after the briefest run, yet which will sustain themselves in the air at a slow rate of travel, so that the speed can be reduced to that rate in the act of alighting. Then there will be the least possible momentum to absorb before actually making contact with the ground or water and bringing the machine to a standstill.

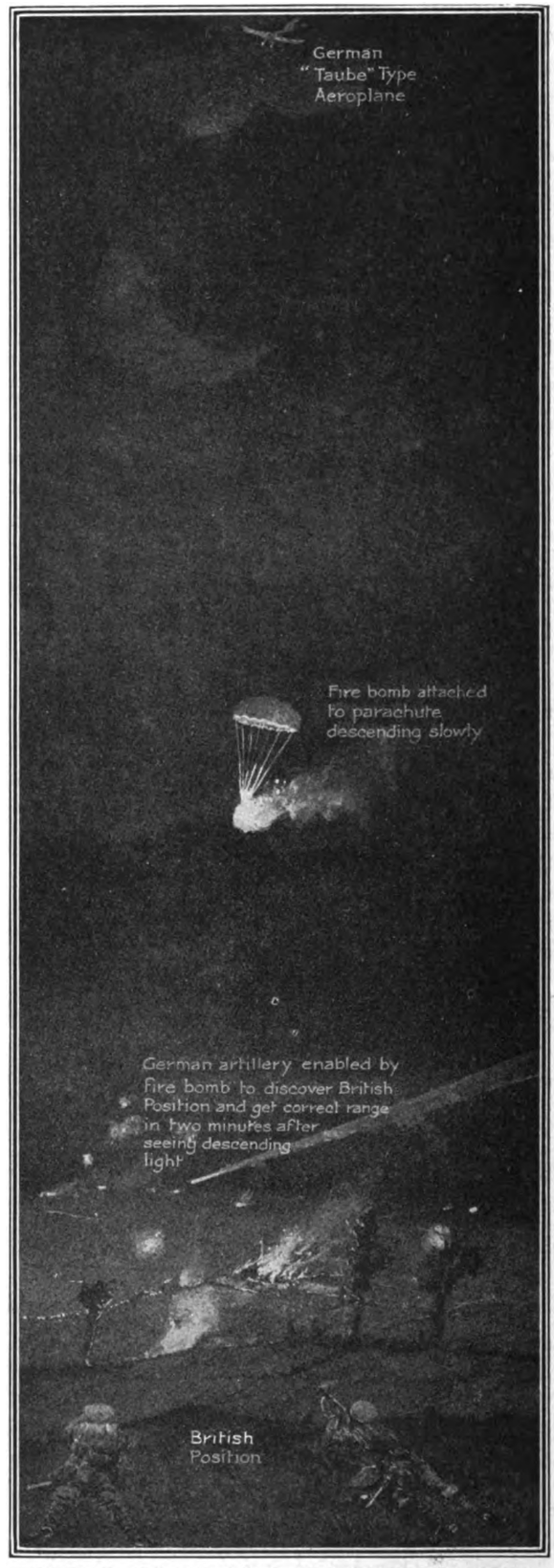
Value of variable speed in aircraft

Aeroplanes will rise in fifty feet with a full load. They can be brought down into a field surrounded by trees, yet in flight they are required to develop high maximum of speeds of ninety or more miles an hour, and to be capable of flying at as low a speed as thirty-six miles an hour, or even less. Range of flying speed is, besides, necessary to ensure reliability, because no machinery will be dependable when worked to its limit without an instant's relief. Furthermore, to do a certain amount of flying at half or three-quarters speed effects an enormous saving of fuel, and therefore correspondingly increases the range of action of the machine.

It must be remembered that the flying machine has to carry its own fuel supplies into the air with it. In warfare its range of service is determined by the distance it can cover without replenishing supplies of any sort. With aircraft, as with warships, motor-cars, and all mechanical vehicles of travel, the rate of consumption of fuel increases out of all proportion to the increase of speed. Merely to double the horse-power developed is not to double the speed of the machine, but, owing to the increasing air resistance with higher speed, only to add a small percentage to the velocity.

Efficiency and fuel supply

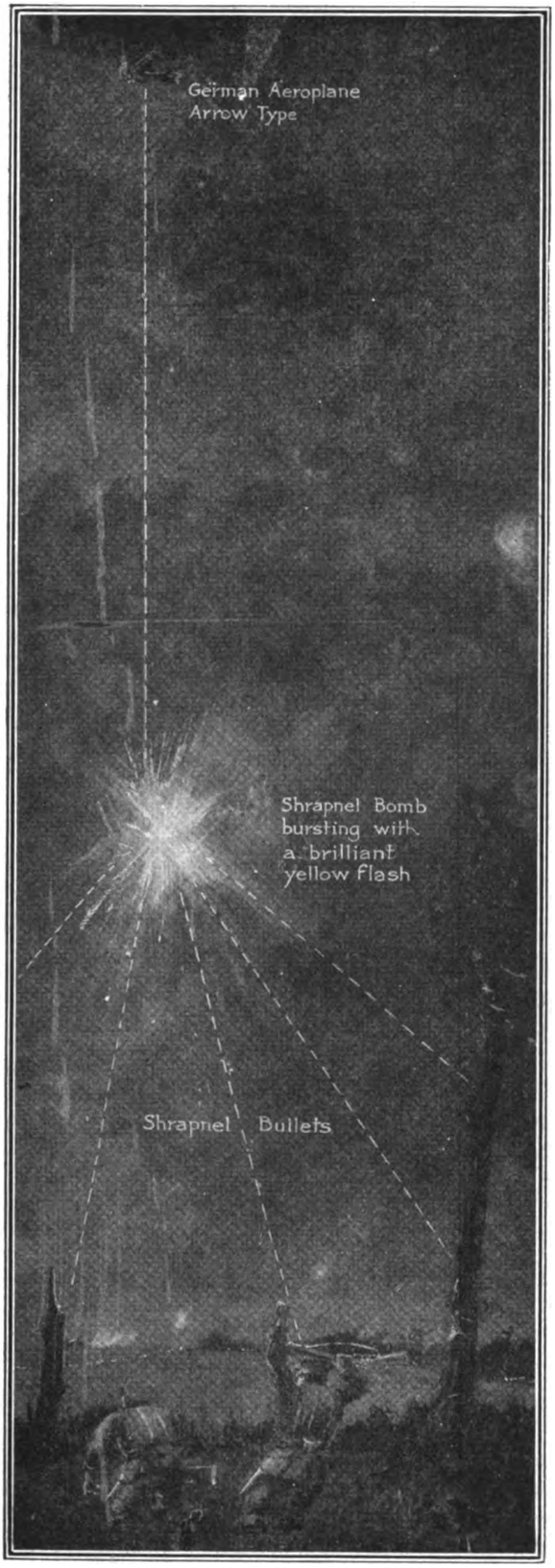
It is astonishing how a comparatively few hours of flying begin to cause " warping " and loss of the original shape of the wing, with consequent loss of efficiency. In first-class high-speed machines a wing is rarely in perfect condition for more than one hundred and fifty or one hundred and sixty hours flying. After that time the wing begins to get out of shape, and the leading edge of the wings, instead of being straight and true, looks as



GERMAN AIRMAN GIVING THE RANGE AT NIGHT.

The Germans developed a system of fire-bombs dropped from aeroplanes to indicate to their gunners the positions to attack. The fire-bomb, attached to a parachute, shows a red light as it falls, and the German artillery attack the position immediately below.

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THE ARTILLERY OF THE SKY.
The light aircraft are used for attack as well as for observation purposes. This picture illustrates how a shrapnel bomb bursts before reaching the ground and scatters over a comparatively wide area among the guns and men of the enemy.

though it had become twisted into a wavy line. This shows why such an elaborate outfit of apparatus and spare parts is required in the field with the flying wing of an army, including large motor workshops, huge motor-vans that carry numerous sets of spare wings stacked up like theatrical scenery, also portable sheds, and parts of all sorts.

Aircraft want much looking after. Even when used under peace conditions they have extremely short useful lives. Much more brief is their existence, therefore, under conditions of warfare, when it is scarcely possible to make a single flight for the purpose of observation without being subjected to fire of some sort. Hence the extraordinary rate at which Germany and France, and even our own factories, strove to produce machines to take the place of those at the front as fast as they were used up. The tragedy of the situation is that pilots are apt to get used up nearly as fast as their machines, and they can be made only by lengthy experience and tuition. A military pilot has to be very much more than a very good aerodrome performer and cross-country airman.

War wastage of men and machines

At the opening of war, Germany had about seven hundred qualified aeroplane pilots. Within two months of the outbreak of war she trained an extra hundred men in military flying near Berlin alone. Her activities were on a corresponding scale at her other flying centres. The German Government took over all the factories, flying-grounds, and airship sheds as soon as war was declared, so that it had at its disposal some three dozen centres at which to train pupils, apart from the big Army Flying Schools at Diedenhofen, Doeberitz, Metz, Oberwiesenfeld, Saarburg, and Sperenberg, and the Naval Flying Schools at Hollminsel and Putzig.

Her military airmen were well exercised before the war in surprise calls. Without an instant's warning for men or machines, the Director of Military Aeronautics would issue orders for squadrons of three aeroplanes apiece to set out across country to a specified centre where they would all assemble, and then undertake other flights, as directed. It gave the Germans great faith in their air service that in all these rehearsals the journeys were made with extraordinary expedition and punctuality, and with no more waste of time in the starting than the fire brigade takes to turn out in London. There was no single accident or failure of any unit in such practice of the war game.

German training for airmen

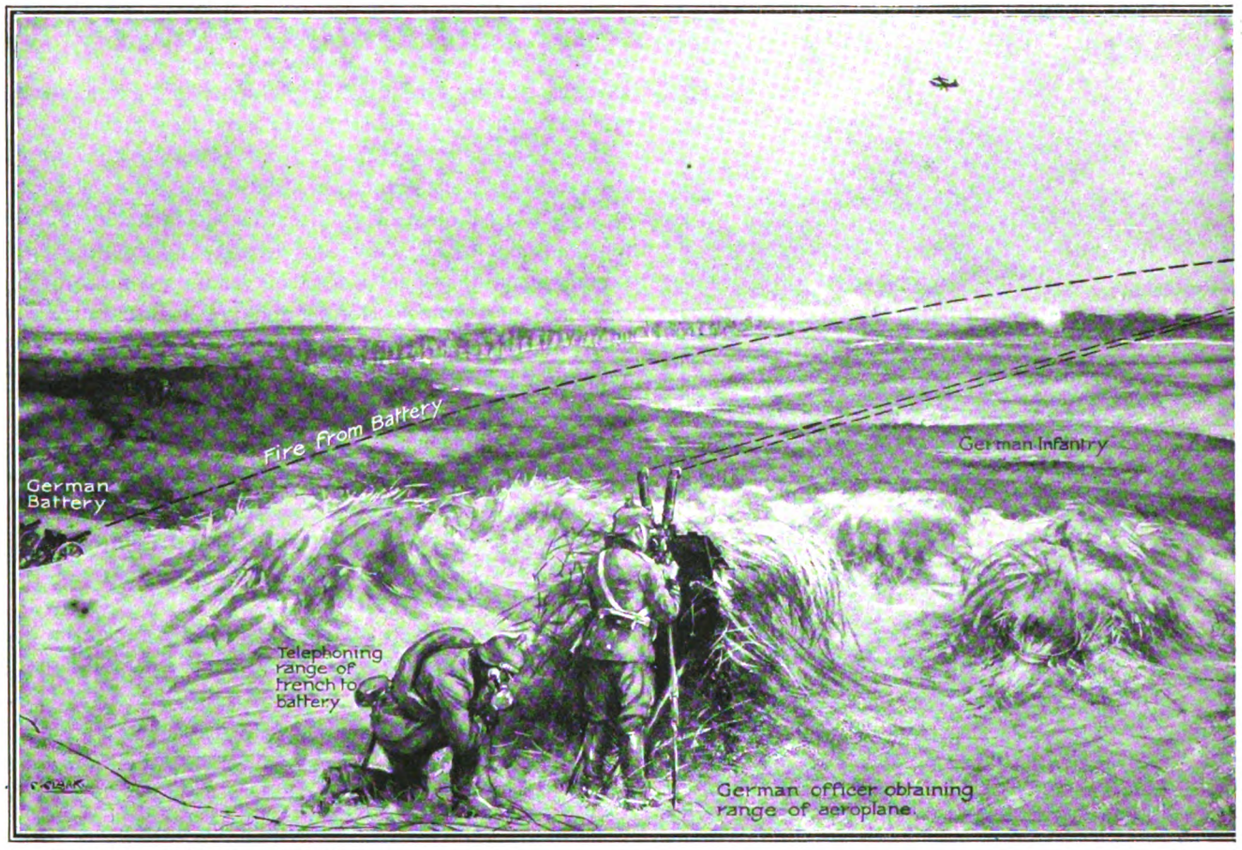
Germany also aimed very carefully at building up a big reserve of civilian pilots, whom she encouraged by promoting so-called touring and sporting competitions. These were divided into two sections—a military and a civilian one—with a military officer accompanying each civilian on his flight in the capacity of observer.

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There were various tours of this description in East Prussia, precisely in the neighbourhood where Russia became so active, and along the French frontier. It is noteworthy that all these so-called pleasure cruises by air invariably involved flying over fortresses and reconnoitring a frontier. Sometimes the Emperor gave the chief prize for the military section, and the Crown Prince that for the civilian section. At other times Prince Henry of Prussia gave the chief awards.

German secrecy in air work

There was never any lack of handsome prizes, and all concerned were always made to realise very fully that the rulers of the country, from the Kaiser downwards, took the keenest personal interest in the achievement of every individual airman and constructer. In the absence of the international element, the world realised comparatively little of these activities. From start to finish it was the policy of the Government to focus the attention of the world on German prowess as represented by giant dirigibles. The Zeppelins incidentally served as an admirable



GERMAN AIRMEN FLYING OVER THE ALLIED ARMIES COULD INDICATE TO THEIR ARTILLERY THE—
The co-operation of airmen makes artillery fire much more effective than formerly. The airman flies out in front of the attacking line until he comes to the enemy's lines, above which he hovers, thereby indicating to his own side the locality of the opposing positions. A similar

mask for the rapid development of the aeroplane section, and also of lighter and smaller forms of airships—the Parseval frameless and collapsible dirigible balloons, of which Germany possess a good number, and the Gross, or semi-rigid type. Even so, it was believed by many that Germany contrived to build a considerable additional number of Zeppelin airships unknown to the outer world.

We must now consider her rate of construction of this single class of aircraft to be fully two dozen a year. Nor let it be imagined for a moment that they are as easily disposed of as newspaper reports would suggest. The first six weeks of warfare only resulted in the proved capture of two Zeppelins, and at her normal rate of manufacture just stated she had in these weeks made good this war wastage. As our history of the war develops we shall see that they will be employed for scouting at sea, and for assisting German warships to pass safely through the British blockading cordon, and it was undoubtedly our weakness that we had so few dirigible balloons, and none of high speed and long range like the Zeppelins.

Against them our battleships went to war armed with high-angle guns. But we must remember that a Zeppelin can easily carry heavy and therefore very destructive missiles, and that she can fly well above the

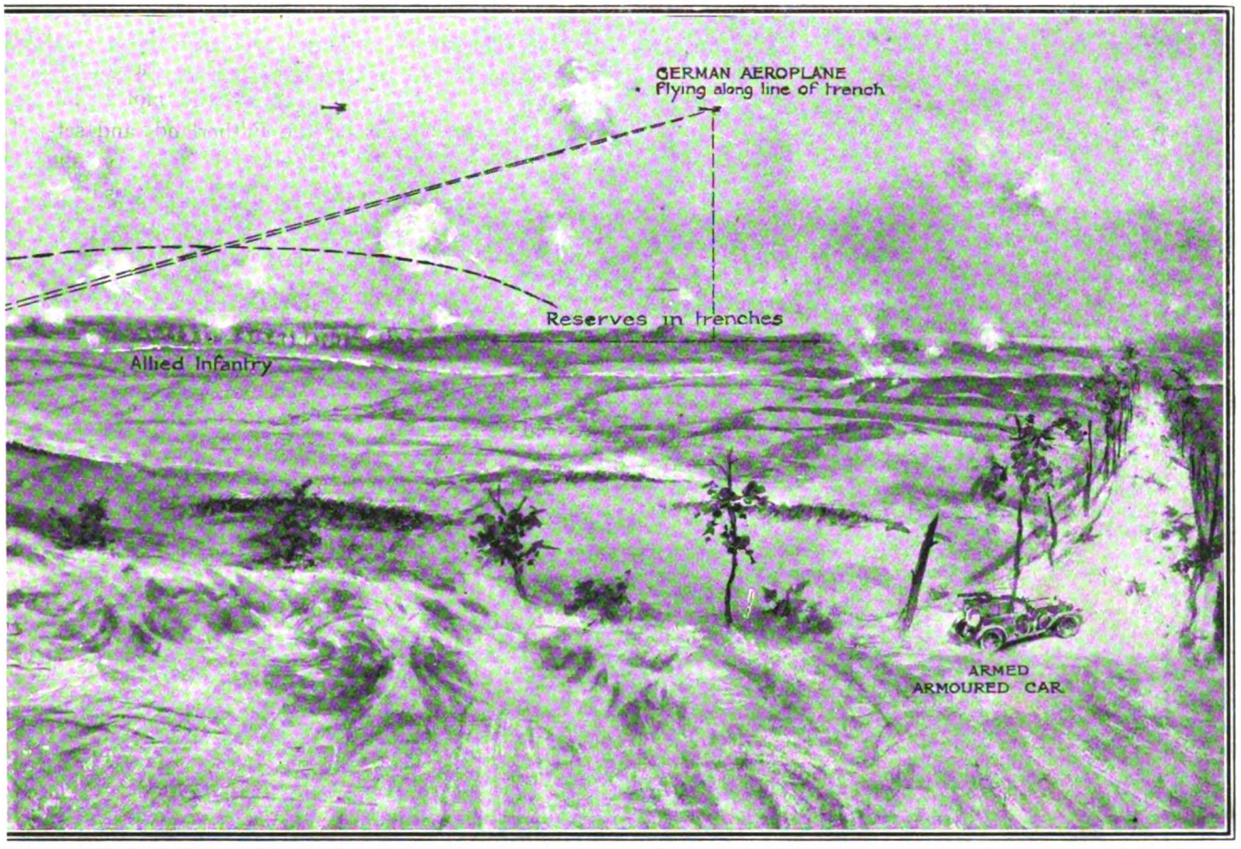
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range even of high-angle guns, so that the only thing that can get above her is the seaplane. In this branch Britain was happily more than Germany's match.

In the matter of aeroplanes the French equipment was a match for the German, alike in number and skill of pilots and capacity of production. France, with her small scouting and short-range dirigibles, was certainly also a match for Germany in all classes of semi-rigid and frameless airships. She had, however, none of the Zeppelin class; but this class, over land as over water, can be outflown in every sense by the bomb-dropping aeroplane.

Number and quality of British airmen

Our aerial equipment was on a par, not with our Navy, the largest in the world, but with our Army, which constituted the minor portion of the forces engaged in France. We had a large number of fine airmen, and over eight hundred British pilots had taken their aviator's certificate. Quite five hundred of them were trained for the two Services, a large proportion for naval work. The difficult



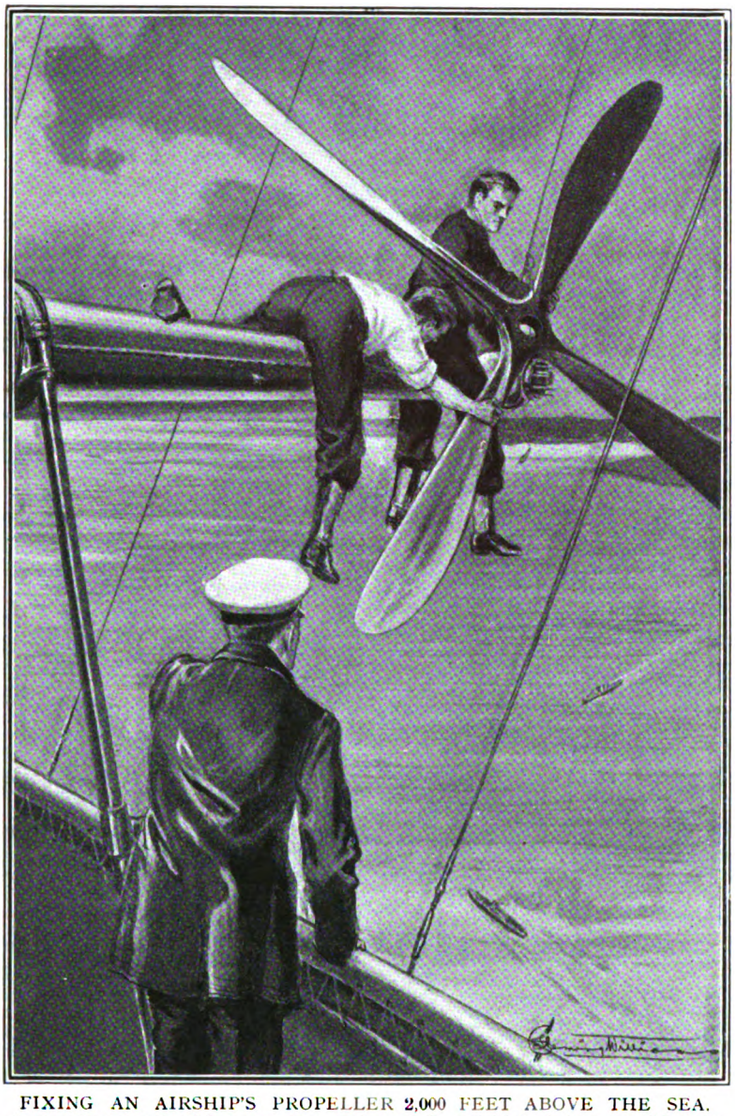
—ENEMY'S POSITIONS, THUS FINDING THE RANGE WHEN THE OBJECTS OF ATTACK REMAINED INVISIBLE. service is also rendered during the hours of darkness by a system of lights, as explained on page 328. The picture above is sufficiently explanatory of the system of day observation. The inspecting officer reports to his colleagues, who telephone instructions to the concealed artillery.

nature of England as an aeroplaning country in these early stages of aerial development produced its own reward; flying over the Continent is easy by comparison.

Our airmen, like our seamen, could not be surpassed. It is not only that they have the right temperament and the physical skill, but also that their training is extremely thorough. Yet we must not lose sight of the fact that it takes a long time to train a civilian airman until he becomes an expert and serviceable military pilot. He has to scout at a height of 6,000 feet, or more than a mile, travelling at that altitude at probably an average of a mile a minute, accurately estimating the character and number of the enemy's dispositions and movements, as well as acting in co-operation with his own artillery, for which his advent has opened up new and undreamt-of possibilities. There is no blind groping for the range, or leaving it to chance. So long as there are airmen at the artillery's service, they can report by instant signal whether a shot has fallen short, far, or wide.

Little heed has been paid in this country to the Russian aerial equipment, yet so long ago as the Crimean War, Russia began to give attention to scouting by balloon. Since the coming of the aeroplane, Russian aviators

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FIXING AN AIRSHIP'S PROPELLER 2,000 FEET ABOVE THE SEA.
A conspicuous act of bravery was performed in a British airship patrolling the Straits of Dover while our Expeditionary Force was crossing. The Secretary of the Admiralty's report ran as follows: "On one occasion it became necessary to change a propeller-blade. The captain feared he would have to descend for this purpose, but two of the crew immediately volunteered to carry out this difficult task in the air, and climbing out on to the bracket carrying the propeller shafting, they completed the hazardous work two thousand feet above the sea."

have proved extraordinarily skilful and daring. The Russian pilot Efimoff first found out how to "bank" (turn) abruptly with a Farman type of biplane. Russia, moreover, early placed important orders for dirigible balloons in France, Germany, and Italy; and she has a plant of her own for turning out aircraft.

At the outset, Germany had twice as many airships of various types as France, who came second in order with perhaps a score. Germany could show a greater number of trained military airmen and of military aeroplanes than any one country, having about one hundred in excess of France By at once taking over all the motor and aircraft works in the Fatherland, and setting them to work at full capacity, she maintained her lead. Though various text-books which have been published since the outbreak of war deal with her air equipment, perhaps we may be permitted to point out that the estimates of Germany's fleet of airships published are all much too low. Undoubtedly at the outbreak of war, Germany had at least forty-five rigid type of airships. But only a few of these were large Zeppelins. The majority were of about two-thirds the length of these monsters, but had a very high speed—not far short of a mile a minute—and a range of about 800 miles, as against 1,200.

Germany's ally, Austria, had no aircraft manufacturing capacity worthy of the name, though she made certain types of heavy, slow-speed aero-engines, and had one or two aeroplane works. So far as concerns her air fleet, Austria was not formidable. When her few dirigibles, including two or three of Zeppelin types, had been accounted for, she could scarcely rely on Germany, from whom she got such craft, to replace them. Certain of her semi-rigid types of airships of a really efficient character, such as she had purchased in France, could not be replaced from Germany during the war.

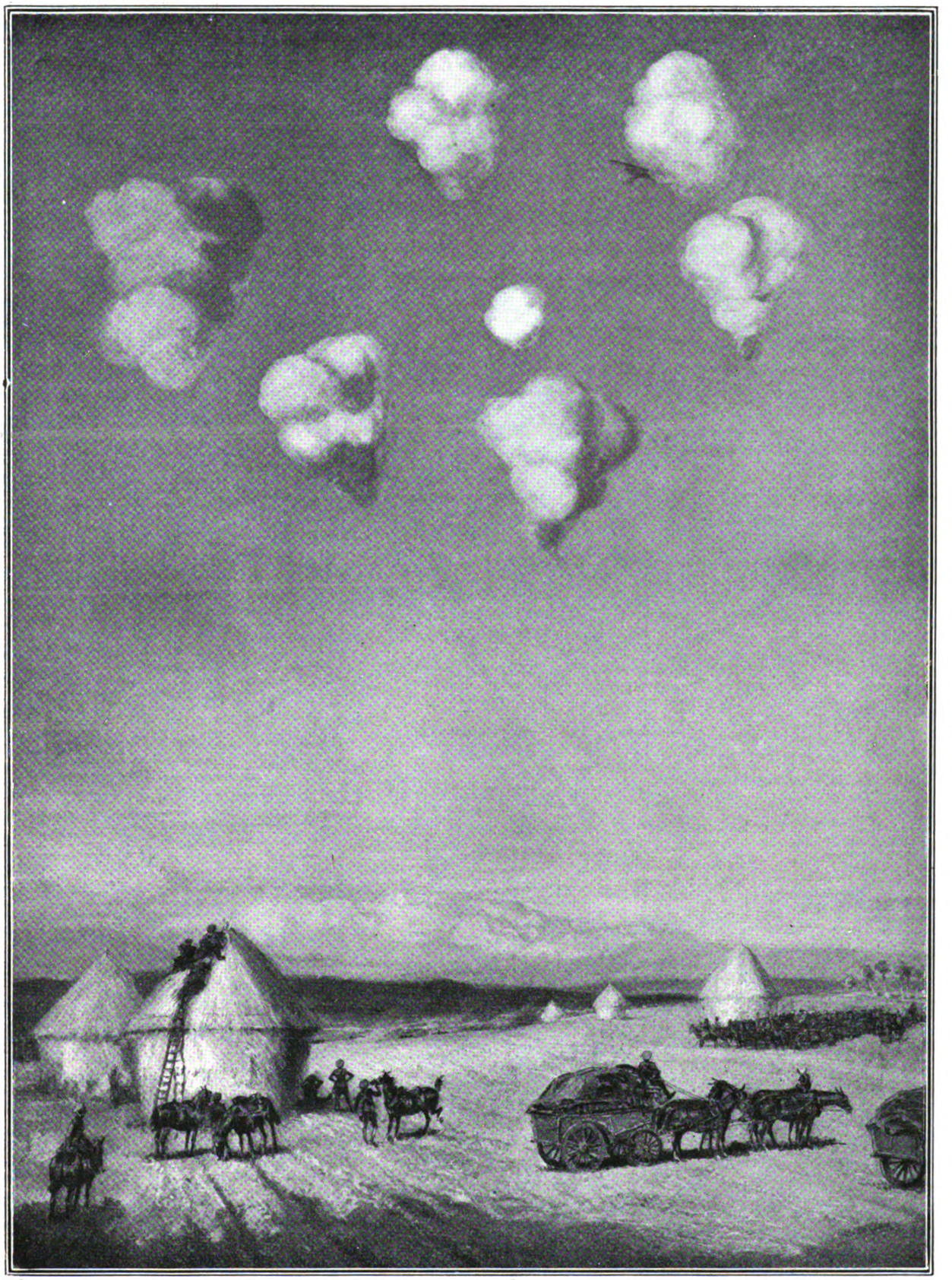
Comparative aircraft strength

The situation at the outset, therefore, was that Germany's aerial equipment was individually superior in numbers of all arms, including armoured motor-cars with high-angle guns, to any one country against which she was arrayed. But this was discounted by the fact that her energies had to be dissipated in campaigns against Russia, France, Belgium, and Britain on land and sea.

At the outbreak of war the Allies had as many airships as Germany and Austria, but they had none of the special Zeppelin type. They possessed in the Astra-Torres machines, such as France uses and such as our Navy employs, a highly efficient pattern which is particularly suitable for oversea work. The Allies had also, collectively, a greater number and variety of aeroplanes and a greater number of pilots, who between them combined a greater variety of experience. The Allies were therefore able to choose their pilots according to the work to be done, whereas the German airmen had to meet all Germany's rapidly changing needs.

The aerial situation, however, differs from the naval situation in one very essential point. Whereas it is impossible to create a navy during the war, if the foundations of an aerial force exist in the organisation and the

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GERMAN EFFORTS TO BRING DOWN A BRITISH BIPLANE IN FRANCE.

A rough sketch of this scene was made by a British officer in France, and it was completed in London. The Germans were in a position behind the valley seen in front, and one after another the shells exploded as they attacked the Farman biplane manned by a member of the Royal Flying Corps, who went through the bombardment unhurt. Against the deep azure of the sky the shells exploded as white puffs, which became darker as they expanded. In rapid succession they came until more than half a dozen small clouds of smoke hung in mid-air, with the threatened aeroplane visible through their misty edges. The British troops in the foreground watched the German firing with intense interest.

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SQUADRON-COMMANDER SPENSER GREY AFTER THE SECOND ATTACK ON THE DUSSELDORF AIRSHIP SHED.

Early in October, 1914, Squadron-Commander Spenser D. A Grey, R.N., accompanied by Lieutenants R. L. G. Marix and S V Sippe, made an attack upon the Düsseldorf airship shed. One bomb, dropped from a height of five hundred feet, hit the shed, went through the roof, and destroyed a Zeppelin. Flames were observed five hundred feet high, the result of igniting the escaping gas of the airship The feat was remarkable, having regard to the distance—over one hundred miles—penetrated into country held by the enemy, and to the fact that a previous attack had put the enemy on his guard and enabled him to mount anti-aircraft guns.

factories requisite, a very much larger aerial force can be created during the progress of a war. It is also possible to improve the aerial equipment, and replace it at a much greater rate than wastage can occur. The German plans recognised this. German productive capacity remains greater than that of any one country against which Germany was arrayed; but this is discounted by the fact that the Allies collectively had a far greater productive capacity under all headings.

Therefore, if by the wastage of war the Allies lost one machine and one man for each one lost by Germany, then, as the war lengthened, the more markedly could their aerial equipment preponderate, because they could create and replace more rapidly.

The scale on which building proceeded in Germany might be judged from the fact that, six weeks after the outbreak of war, it was officially announced at Berlin that three squadrons of airships were being laid down, and would be ready promptly. Doubtless this meant that the large number of airships laid down so successfully in secret would make a public appearance soon after. Further, Germany secured some 3,000 volunteers for her air service. The expansion of the German air fleet, however, was jeopardised by the awkward position of Germany and Austria in the matter of petrol supplies. The Russian successes in Galicia cut off one main source of supply, while the blockade prevented importation by sea. Moreover, up to April before the war, the petrol stocks of both countries were absolutely normal, so that no extraordinary reserves could have been accumulated against the outbreak of war. In any shortage of fuel



DAMAGED AEROPLANE NEAR NAMUR.

A French monoplane wrecked within the fighting area around Namur during the third week of August, 1914. The body of the machine was covered with thin steel, which had been dented by bullets. The engine has gone, and only the battered hood which encircled the revolving cylinders remains. The wheels have metal discs and the framework is steel throughout.



RUSSIAN AEROPLANE CAPTURED BY GERMANS AT LOTZEN.

As long ago as the Crimean War, Russia began to give attention to scouting by balloons, and since the coming of the aeroplane her aviators have shown particular initiative and daring. This photograph shows the remains of a Russian aeroplane, taken by the German General von Hindenburg at Lotzen, being removed on a transport waggon. The engine was afterwards fitted to and used in a German aeroplane.

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GERMANS IN BADEN WATCHING FOR AIR ENEMIES BY NIGHT.
A scene in the Black Forest, in Baden, when a party of Germans were keeping watch for a feared French air raid. The searchlights were mounted on the fortress of Strassburg, in Alsace, just over the boundary between Baden and Alsace.

But aircraft are subject to no such limitations. From an altitude it is possible to detect the approach of an enemy, either in the air or on the surface of the waters, from a vastly greater distance—say fifty or sixty miles, instead of eight or ten. Moreover, the Channel has such a white bed that, when travelling at no great height, it is easy for the aerial observer to detect the presence of a submarine, even if she is submerged.

Aeroplanes are unsuitable for the escort of transports, in that their minimum flying speed is certainly not less than thirty-six miles an hour, which is vastly in excess of the fastest speed of a troopship. The aeroplane would thus be unable to hover over the troopship during its passage. Nor is it desirable to use a large airship, such as the British Astra-Torres naval type , for this work. The little Beta, which first flew over London on September 22nd, a type practically standardised by the Royal Aircraft Factory, was found particularly suitable alike for service with the Expeditionary Forces and for these short over-seas excursions. She made the numerous journeys between the French and English coasts in a manner of which we had every reason to be proud. The Expeditionary Force was transported without untoward accident of any sort.

British airmen go to the front

With the Expeditionary Force went the Aerial Arm, consisting in the first instance of approximately one hundred aeroplanes, which were promptly supplemented by other three dozen. Almost without exception all these machines were flown from England to the front, despite the fact that not one of them had floats of any sort. In crossing the Channel, the airmen's lives depended in each case on the accurate working of the engine, the failure of which cost the nation the life of its finest airman, Gustav Hamel, shortly before the outbreak of war.

The most experienced pilots went out under the command of Brigadier-General Sir David Henderson, Chief of the Royal Flying Corps, who did so much to build up that organisation. The pilots and trained observers were drawn from the various naval and military aviation centres in the country, with the result that, proportionately to the numbers engaged, Great Britain had a finer flying personnel than that possessed by any other nation waging war. Some civilian fliers—such as Gordon Bell and James Radley—who volunteered, were employed later to fly machines over. Some notion of the arduous nature of this work may be gained from the fact that for eight consecutive days one airman flew out in an aeroplane from England to the front, and returned by train, boat, and motor-car to fetch another every twenty-four hours. Not only this, but he engaged in aerial reconnaissance work at the front, and was slightly wounded, though happily he was soon fit for service again.

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A BRITISH MOTOR-TRANSPORT COLUMN HAS DRAWN UP UNDER THE SCREEN OF ROADSIDE TREES ON—The campaign in France entailed an expenditure of ammunition out of all comparison with former wars, and the importance of regular and liberal supplies of ammunition to feed the guns in action could not be overrated. Also, motors filled a new and vital part in warfare, ammunition being usually carried to the firing-line by motor transport, which naturally invited attack from the enemy's aircraft. The

A section of our naval airmen, under Commander C. R. Samson, took up quarters at Ostend, where several weeks passed without anything being heard of their doings, though they were by no means idle. Theirs was a constant work of reconnaissance at sea, and sometimes inland. These duties were supplemented by fine flights of over twenty hours' duration by our larger naval airships co-operating with the Grand Fleet.

On land, the pick of the French airmen proceeded to the east of France for the difficult operations in progress there against the Germans. Hence, in the western theatre of operations, where the Royal Flying Corps was working with General French, the British airmen, trained in a much harder school of flying than the average French pilot, showed up to extraordinary advantage. They were superior alike to the Germans and to what may be called the second line of the French military flying personnel employed in this quarter of the field.

Splendid work by Royal Flying Corps

Our Royal Flying Corps, which the majority of military authorities regarded as being purely an experimental arm at the outbreak of war, did such work as to dissipate all doubts and to prove itself an invaluable factor of success in the field. In the retreat from Mons to Paris, in which it was essential at all times to obtain the most accurate information of the enemy's movements, and in which on occasions our airmen had to be used as decoys for the enemy, it specially distinguished itself. In his report of September 7th, Sir John French paid this glowing tribute to the work of the corps under Sir David Henderson: "Their skill, energy, and perseverance have been beyond all praise. They have furnished me with the most complete and accurate information, which has been of incalculable value in the conduct of operations. Fired at constantly both by friend and foe, and not hesitating to fly in every kind of weather, they have remained undaunted throughout. Further, by actually fighting in the air, they have succeeded in destroying five of the enemy's machines."

On September 9th General Joffre added this further tribute: "Please express most particularly to Marshal French my thanks for services rendered on every day by the British Flying Corps. The precision, exactitude, and regularity of the news brought in by its members are evidence of their perfect organisation, and also of the perfect training of pilots and observers."

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—HEARING THE WHIRR OF A GERMAN AEROPLANE, THUS SEEKING TO ESCAPE OBSERVATION OR ATTACK.
destruction of an ammunition column is a serious blow to a fighting force, and once the presence of such a column is located every effort is made to destroy it, both by aeroplane bomb and by artillery fire which the reconnoitring airman may be able to have directed on it. For this reason great precautions are taken to screen ammunition columns by choosing roads shaded by trees, so as to make observation difficult.

This sufficiently reveals the value of the work done in reconnaissances by the Royal Flying Corps. It also indicated that our airmen were employed to assist the French Army. Sir John French's messages showed that when information was brought to him from other sources, the correctness of it was determined by aerial reconnaissance, so that the Third Arm was used alike to obtain first news and to check news otherwise obtained. The extent of the aerial reconnaissances is shown by the average of nine hundred miles of flying by aeroplane accomplished daily from the date when the British took up their position in the line of battle.

Considering the amount of work done, and the fact that during the first month of war the British airmen were fired on alike by the Germans and by the British, who had not learned to distinguish between their own and the enemy's aircraft, it is remarkable that the losses sustained were comparatively slight. It was particularly fortunate that in seventy per cent. of cases the men were wounded only slightly, and were generally able to get back to the British lines even if their machines were sacrificed. The enemy captured comparatively few machines, a remark which also applies to the Allies. If a forced descent became necessary, the practice was to saturate the aeroplane with a spare can of petrol and set fire to it, a modern aeroplane being capable of gliding two or three miles when at a height of several thousand feet.

Reconnoitring practice by British airmen

The orders as to scouting were to fly at about 6,000 feet or more, which has the disadvantage of making the objects below appear extremely small, like mere dots or pin-heads, but which at the same time gives the observer an extremely extensive view. When any particular movement is being made, he is able to interpret at a glance the direction and significance of it. Another advantage that will be appreciated by anybody who has been in an aeroplane which travels at about a mile a minute is this—when the airman is observing from a thousand feet or so, he sees the ground rushing backwards below him, whereas when he rises to a height of 6,000 feet he is sufficiently removed from the terrain below for it to assume comparatively a stationary effect. Thus his eye obtains a comprehensive picture, instead of being able to take in only a small section at a time, and that in a kaleidescopic or moving fashion.

At the outset, stay-at-home military critics expressed the opinion that, flying at such heights, the Germans

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PRECAUTIONS AGAINST AERIAL OBSERVATION AND ATTACK.
This company of Belgian military cyclists is keeping close to the houses in advancing through the town, in order to be less conspicuous to the German air scouts and also to minimise the risk of being hit by bombs dropped from aeroplanes.

could learn very little concerning our movements, whereas the members of the Royal Flying Corps have been deliberately trained to make their observations from such altitudes. In September an extremely interesting official account was issued of the exploit of a British Staff Officer attached to one of the French armies, who, in the absence of a trained aerial observer, volunteered to assist by going up with a pilot and making his first trip in an aeroplane.

He obtained most valuable military information, thus revealing that the trained soldier can very quickly pick up the aerial point of view, despite the fact that he rose to a height of over 6,000 feet and engaged in a pistol duel with a pilot. In the first six weeks of war British airmen destroyed six German machines through their superior handling of the aircraft, whereby they climbed above the German pilots and shot them down.

A second use of aeroplanes was to work in co-operation with artillery for the purpose of finding the range



BELGIAN ARTILLERY SHADED BY TREES FROM THE ENEMY IN THE AIR.
For the reason mentioned above, military advance along a sun-lit road was usually made as much as possible in the shade of any available trees to escape observation by the German "Taubes" scouting in cloudland.

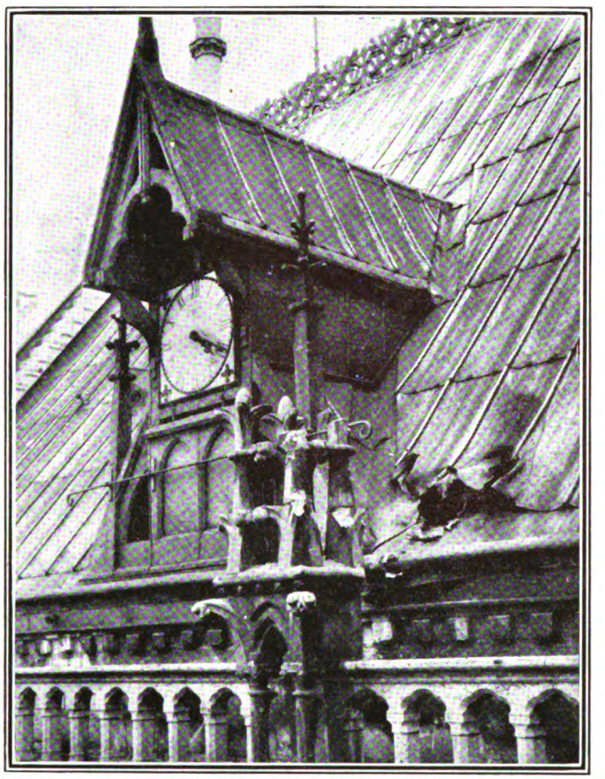
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DEATH FROM THE SKY—A DEADLY BOLT FROM THE BLUE.

The chief work of the British Royal Flying Corps was reconnaissance, but at the same time they did good execution by bomb dropping. The Press Bureau's official statement of September 11th, 1914, compiled from Sir John French's despatches, stated: "From a diary found on a dead German cavalry soldier, it has been discovered that a high-explosive bomb thrown at a cavalry column from one of our aeroplanes struck an ammunition waggon. The resulting explosion killed fifteen of the enemy." One of our war artists has tried to depict the incident.

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BOMB DAMAGE TO NOTRE DAME CATHEDRAL, PARIS.
Two German Taube monoplanes flew over Paris on Sunday afternoon, October 11th, 1914, and dropped about twenty bombs in various places, causing the death of four people and wounding thirty-four. The first bomb was aimed at the Gare du Nord, the great railway-station. Two of the bombs were aimed with evident deliberation at Notre Dame Cathedral. One fell on the roof of the northern tower, but did not explode, and this photograph shows the very trifling damage it made on the historic building.

and promptly reporting on the accuracy of fire. The members of the Royal Flying Corps have been trained for the duty of co-operating with artillery. The Germans at first appeared to enjoy some slight advantage in the promptitude with which their airmen signalled information, and they appeared to get over the target at once. As far as can be ascertained, however, in nearly all these cases the German airmen appear to have been operating at times and places where there were no British aircraft and no high-angle guns available. In consequence of this they came within about 1,200 feet of the target. They seem to have been assisted, moreover, by the British, who disclosed their positions by opening fire on the aeroplanes with guns unsuited to that work. Indeed, a General Order to the effect that only special arms were to be employed to fight aircraft indicates that the British fire against the enemy's aircraft helped as much to locate the British positions as the information signalled by the German airmen. In any case, this class of manœuvre was not exploited to any great extent by the Germans when once the Allies assumed the offensive. The co-operation of the airman with artillery begins with a reconnaissance to determine the general position and the number of the hostile batteries. The artillery commander is then able to allot their various tasks to his batteries. Having learned where the concealed targets are, the next business for the airman is to observe the fire. He always works from behind the forces with which he is co-operating. A plot of ground is chosen on which two large strips of cloth are laid out. Thus he knows his base, and where to drop messages or look for signals.

Very's lights (which burn brightly and with different colours) are used on the ground to give the airman his orders, or by the airman to signal his information. They can be seen at a great height, and the colours can be distinguished at a distance of six miles in very clear weather. The colours used are white, red, and green. Two men are detailed to watch the aeroplane, one with field-glasses looking for its signals, and the other following it with the naked eye. When it is over the enemy the aeroplane drops a white Very's light, the distance of which is taken by instruments. Another way is for the aeroplane to fly back along the enemy's line and to continue its flight over and past the battery in the same straight line.

Range-finding by aeroplane

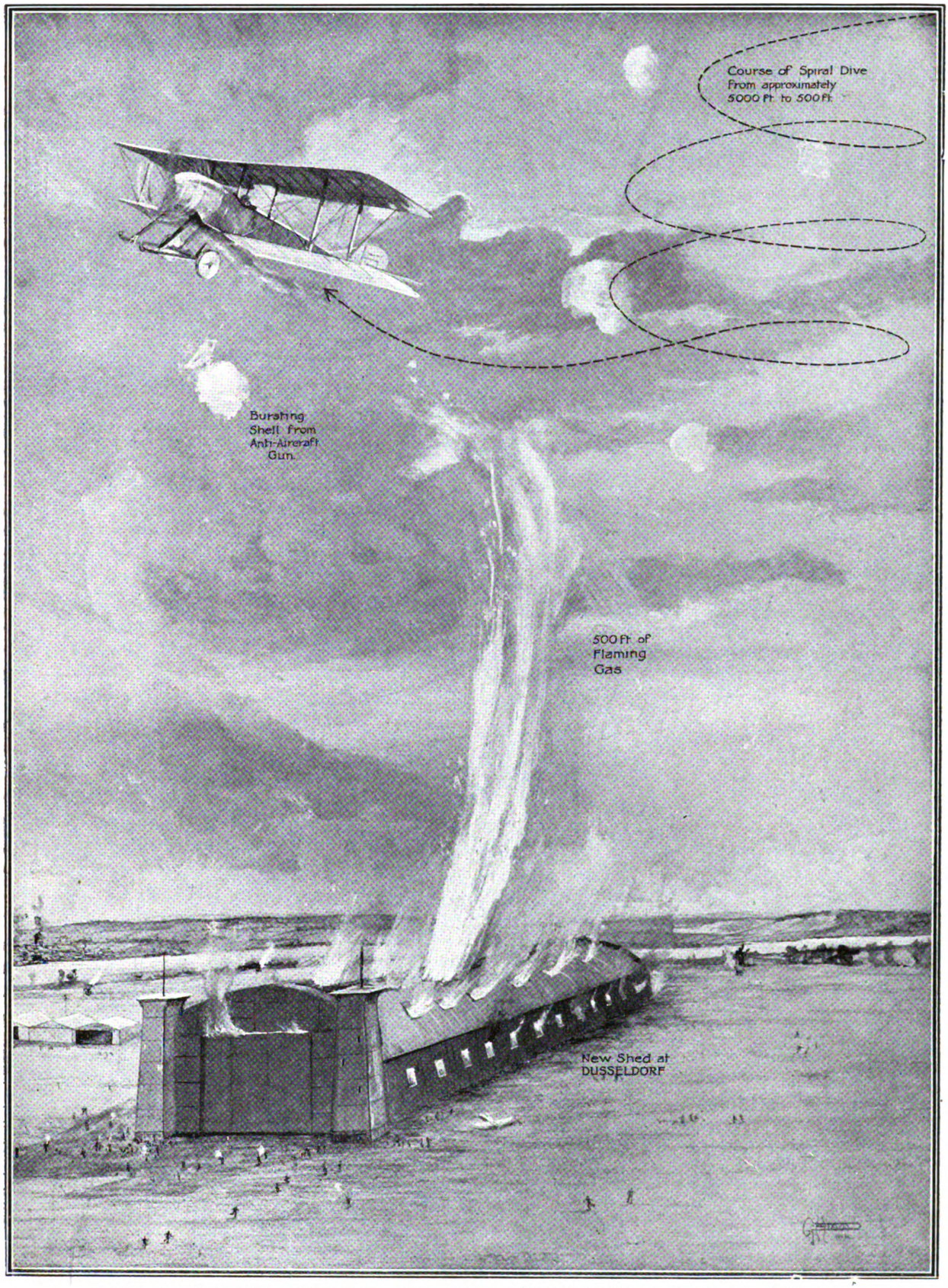
When the enemy's position has been ascertained, the pilot renders further service by watching the firing and signalling the result—whether the range is correct, whether the shells are falling short, or over, or to the side of the target, and whether the shells or shrapnel are bursting satisfactorily. This information is given by burning Very's lights of various colours, or by flying back and dropping messages.

A third phase of aeroplane work has been to raid airship bases. The first such raid was made on August 15th by a French airman, Captain Finck, who flew to the Frascati airship shed near Metz, which was reported to contain a Zeppelin at the time. Several bombs were dropped, one of which was reported officially to have caused the building to break out into flames.



A DIFFICULT MARK.
A Belgian soldier in Ostend firing at a German aeroplane.

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THE BRILLIANT AIR-RAID ON THE DÜSSELDORF ZEPPELIN SHED.

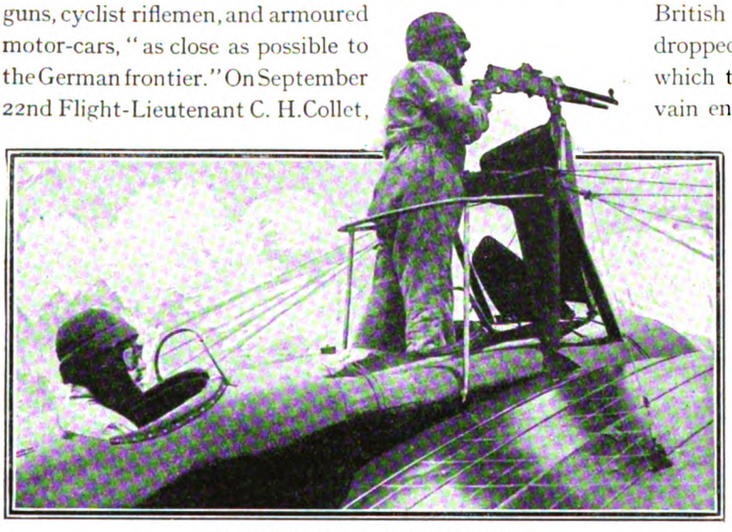
This picture is a portrayal of the second raid by a British airman on the Zeppelin shed at Düsseldorf, an adventure mentioned in the memorandum of the Director of the Air Department of the Admiralty, published on October 23rd, 1914, in the following words: "Flight-Lieutenant Marix carried out a successful attack on the Düsseldorf airship shed during the afternoon of October 8th. From a height of six hundred feet he dropped two bombs on the shed, and flames five hundred feet high were seen within thirty seconds. The roof of the shed was also observed to collapse. Lieutenant Marix's machine was under heavy fire from rifles and mitrailleuse, and was five times hit."

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ONE OF THE FRENCH AEROPLANES BROUGHT DOWN BY GERMAN ARTILLERY.
A German "lie bureau" statement asserted that the German army accounted for one French aeroplane per day. Although this statement was a gross exaggeration, the aeroplane casualties on both sides were high. Here a German soldier is standing guard over the wreck of a French aeroplane.

The next authentic news was of a raid by members of the Naval Branch of the Royal Flying Corps, operating from a temporary base established with high-angle field guns, cyclist riflemen, and armoured motor-cars, "as close as possible to the German frontier." On September 22nd Flight-Lieutenant C. H. Collet,



AN AEROPLANE MACHINE-GUN.
Before the war the French authorities had commissioned some machine-guns mounted on aeroplanes, as seen in this photograph, as a provision against the airship guns of a possible German enemy.

and certain of the five other airmen who started, flew to Düsseldorf and dropped bombs which set alight the Zeppelin airship shed there. At Cologne, whither the rest of the party flew, fog rendered it impossible for them to drop bombs without risk of their hitting other marks than the sole one intended—namely, the airship shed.

This conduct is particularly to be noted as contrasting with the German bomb-dropping raids over Antwerp and Paris, when damage was done to unfortified buildings containing no manner of military equipment. At Cologne equal and possibly greater damage could have been inflicted by the British airmen with their aeroplanes had they simply dropped the missiles at random over the city, round which they flew in the fog for a couple of hours in vain endeavours to make out for certain where the airship shed was. Failing to do that, they went home without attempting to let fall any explosive.

In these attacks on airships in their bases it is impossible to determine what is the amount of damage done. Unofficial reports to the effect that Zeppelins have been destroyed in such sheds should, therefore, be no more credited than German Press Bureau denials that any appreciable damage was done to a given shed, when our airmen above could see clearly the flames rising from it. What the aerial observer can determine is whether or not he succeeds in setting the shed alight. The precise effect on the contents of it must be unknown to him.



VEDRINES AND HIS "COW."
The brilliant French airman Vedrines christened his machine "La Vache," or "The Cow," and although he did not make it jump over the moon, he did good work with it attached to the French army. The photograph shows him preparing to guide it on a reconnaissance trip.

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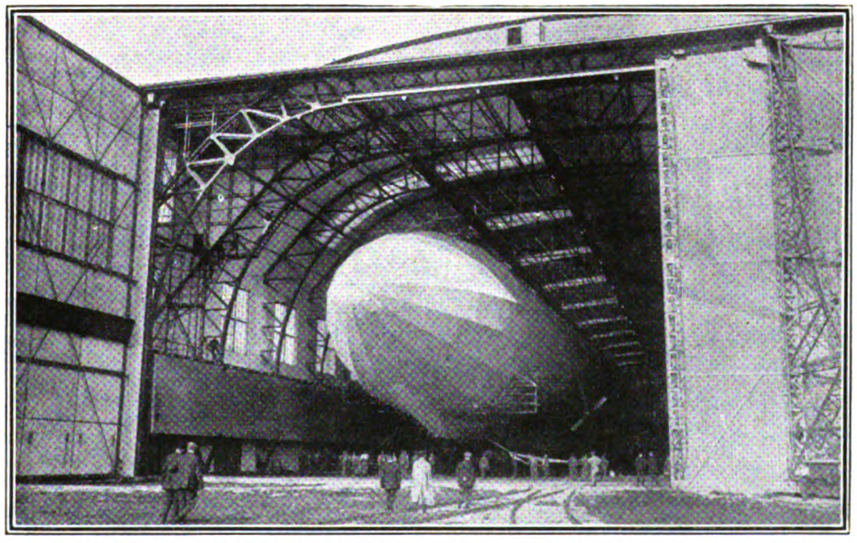
This, however, may be said, that if an aerial bomb pierces a shed and the gas-bag of any airship that may be there, the result should be, not a mere outburst of flames, but an explosion wrecking the whole shed. It is for these reasons extremely doubtful whether any very effective result has as yet been achieved in these raids.

The Germans made much use of their aeroplanes for dropping bombs in defenceless French cities—a wantonly cruel and purposeless method of war. Thus, when their armies neared Paris at the end of August, German monoplanes were several times observed in the air, apparently reconnoitring the French defences. On September 1st there was a more serious raid. A Taube (dove-shaped monoplane, one of the German standard types) flew rapidly over Paris about six in the evening and was observed above the Gare St. Lazare in the centre of the city. It dropped a bomb there, and then proceeded to the Place de l'Opéra, when the French anti-aircraft guns opened upon it. It replied to their fire by dropping yet another bomb, and then made off. One of the bombs is believed to have caused serious loss of life; the other did little damage But there was general irritation in Paris that one of the enemy's aircraft should have been able to reach the centre of the capital unmolested, and to make its escape without being attacked by the French aeroplanes.

German air raid on Paris



To guard against the repetition of such outrages a squadron of French armoured aeroplanes, equipped with machine-guns, was told off, and little more was seen of the German airmen, though there were further raids, all information concerning which was suppressed at the time. The retreat of the German armies from the Marne increased the distance to be carried, and most of the German aeroplanes were required for work in the fighting then proceeding, in which the British airmen had established, as the British official documents prove, an individual superiority over their German antagonists.



AN "IRON CROSS" ZEPPELIN CREW AND A ZEPPELIN "STABLE."
The bravery of the men who take their lives in their hands in great airships, which so often have merely proved to be short cuts to death, is deserving of recognition under whatever flags they may serve. Each man of the Zeppelin crew in the upper picture received the Iron Cross from the Kaiser. The lower picture shows a large Zeppelin shed, or "hangar," for accommodating one of these leviathans of the air. These sheds are as large as great railway-stations.

The German airships were also used for this same inhuman purpose. On August 25th a Zeppelin flew over Antwerp in the small hours of the morning. It approached silently, apparently drifting down the wind with engines stopped, till it was over the Royal Palace, in which the King of the Belgians and the other members of the Belgian Royal Family were then living. At this point signals were made to it from some German confederate in the city. Thereupon it dropped a number of exceedingly powerful bombs, two or three of which narrowly missed the palace. They exploded with terrific violence, killing twelve persons and wounding several others. The Hospital of St. Elizabeth, over which the Red Cross flew, seems to have been one of the targets aimed at. One house was demolished by a bomb

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The airship was stated by observers to have lowered a small car by a long rope, and from this small car the bombs were dropped, wrapped in sacking or coarse cloth. The manœuvres of the airship left no doubt whatever as to its object, which was to kill the Belgian Royal Family. No language is sufficiently strong to condemn so dastardly an attempt on the life of the Sovereign to whom, only a few months before, the Kaiser had given a personal promise that he would respect the neutrality of Belgium.

On its retreat the Zeppelin was fired at by the Antwerp forts, but without being injured. On the nights of August 25th and September 1st it repeated its attack. On both occasions, however, the troops in Antwerp opened so hot a fire that it immediately withdrew, after dropping a number of bombs, which caused no damage, on the outskirts of the city. From that time all lights were extinguished in Antwerp after sundown, and the attacks ceased.

Late in September a Zeppelin made a raid upon Ostend and dropped a number of bombs there, with no further result than to kill a watch-dog. There is evidence that the object of the raid was to destroy a trainload of ammunition. The train had fortunately left a few hours before the Zeppelin appeared. But the incident illustrated the perfection of the German Secret Service and the prevalence of German spies.

Bomb raids by Zeppelins

The French dirigible balloons were used on the eastern border, where several effective night raids were achieved, bombs being dropped into camps, a class of work which has also been successfully achieved by British aeroplanes in the daytime, as for instance the destruction on September 16th of a German ammunition column at Doullens, nineteen miles from Amiens. The Germans also used airships at night to attack camps, but did no very extensive damage. Apart from the raids on the Zeppelin halls, the wreck of one captured Zeppelin was brought to Paris, and another Zeppelin was secured by the Russian army operating in East Prussia.

It was not Germany's purpose to use her rigid airships with her land forces. That she should have carried out so little of her advertised programme with them is not surprising when we have in mind the collapse of her original plans of campaign. It is no secret that a Zeppelin raid on London was one of her pet schemes.

Zeppelin airships are equipped with a wide variety of explosives. The vessel which attacked Antwerp on August 25th carried 8·2 in. shells weighing 250 lb., the walls of which were nearly 1 in. thick, and contained trinitrotoluene—the German high explosive. The bombs dropped on the same city on September 1st were shrapnel, filled with special bullets, calculated to inflict horrible wounds.

The first phase of the Great War produced another evidence of the romantic possibilities of the Third Arm. On September 3rd a British submarine engaged on patrol duty some thirty miles off Borkum came on a German seaplane, the engine of which had failed during flight, and captured Lieutenant K. Wilhelm Kustzen and the pilot, who were landed at Parkeston Quay, Harwich, the following night. The seaplane was destroyed.



SEARCHING THE SKIES FOR HOSTILE AIRSHIPS.

When the Germans were approaching Paris during the memorable weeks of August, 1914, the danger of air raids upon the French capital seemed very real. The French Admiralty, that palatial building in the Place de la Concorde, at the end of the Rue de Rivoli, was mounted with powerful searchlights, which swept the sky during the hours of darkness to detect the "flying" foe.

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BELGRADE AS SEEN FROM HUNGARY.

CHAPTER XVIII.

HOW SERBIA MADE READY TO MEET HER GIANT ANTAGONIST.

By A. H. Trapmann, War Correspondent in the Balkan Wars.

Austria the National Enemy of Serbia—Serbian Preparations for the Inevitable Struggle—Strength of the Serbian Army—The "Alsace-Lorraine" of Serbia—The Position of Bulgaria—Russian Guardianship of Slav Races—Rumania's Role of Policeman—The Long-Standing Quarrel Between Rumania and Austria—Austria's Responsibility for Backwardness of Macedonia—Austrian Espionage in the Balkans—Attempts to Estrange Serbia and Montenegro—Fighting Value of the Serbian Armies.

THE declaration of war found Serbia in much the same state as were all the Balkan States—in the process of army reorganisation, with a depleted treasury and a war-weary population. For two years little Serbia, with her 4,000,000 inhabitants, had been not only engaged in a life-struggle for her very existence, in the course of which her people had been called upon for the utmost self-sacrifice in blood and treasure, she had also undergone a nerve-racking period of diplomatic intrigues, of which Austrian policy was the hub.

The war against Turkey had, it was thought, exhausted Serbian financial resources, and taken the edge off the patriotic spirit which, like a beacon, flares through every land when war is first declared. It was believed that every Serbian who was willing or anxious to make sacrifices had already given all that he was prepared to offer in the patriotic wave of enthusiasm which carried Serbia through the war against Turkey. All these surmises, however, were found to be incorrect.

On the outbreak of the second war between the Balkan Allies, Serbia was again swept by a wave of enthusiasm, and again unsuspected resources were placed at the disposal of the Government. The average Serbian hated and despised the Turk. He loathed the Bulgar, and with his loathing was mixed an ardent desire for revenge and an opportunity to wipe out the Bulgarian victory of the preceding generation. But the Serbian has for more than a century regarded Austria as his national enemy, the oppressor and enslaver of the brother Serb across the border, as a tyrant to be at once feared and hated, but one who, sooner or later, must be destroyed. The whole population must have unanimously welcomed the declaration of war by Austria as the culminating crisis of Serbia's national existence, in which it behoved all Serbians—man, woman, and child—to work with all their bodily strength and personal belongings for Serbia's victory.



PRINCE GEORGE OF SERBIA.
Prince George, the Crown Prince of Serbia, gave such palpable evidence of being an irresponsible firebrand that he was considered a danger to the State, and in March, 1909, he was made to renounce his right of succession to the Serbian throne in favour of his younger brother Prince Alexander.

No sooner had the Treaty of Bucharest been signed in 1913 between the Balkan States than the Serbian General Staff addressed itself to the difficult task of reorganising Serbian military resources to face the inevitable

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conflict with Austria. It is known that Russia gave Serbia due and timely notice that the Austrian menace was even more imminent than Serbia had herself feared. The warning ran that on one pretext or another Austria would find occasion to pick a quarrel with Serbia during the course of the year 1914, and it added that Russia herself was making frantic endeavours to hasten her own naval and military reorganisation, so that when the crisis came Russia would be able to afford Serbia more substantial help than the mere diplomatic assistance she had been obliged to content herself with in the past—in 1909 and 1912.

Serbian measures of precaution

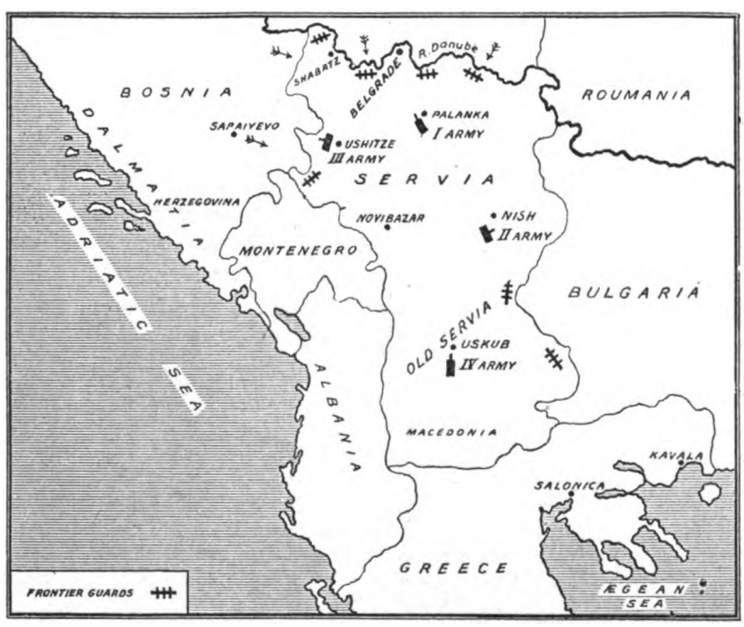
The Serbian Government and General Staff took the warning to heart, and immediately set to work to prepare for what the Germans would have called "The Day." The Staff elaborated a scheme by which the Serb populations of Serbia's newly-acquired provinces of the Novi Bazar, Old Serbia, and the Villayet of Monastir were to furnish their full quota of recruits for the Army. In the latter stages of the war against Bulgaria, Serbia had no fewer than 295,000 men under arms, but there had been no time to organise fully and equip the majority of these as field units, with their due proportion of guns and staffs.

This was the work which was now undertaken by the Government. The scheme contemplated the formation of the Army into the following main components.

Four armies each of four divisions, namely:

(1) The Army of the Danube, centre Palanka.
(2) The Army of the East, centre Nish.
(3) The Army of the West, centre Ushitza.
(4) The Army of the South, centre Uskub;

with 20,000 frontier guards, and 12,000 men distributed in garrisons at special points and fortresses.



DISTRIBUTION OF SERBIAN MILITARY FORCES.
With Bulgaria on one flank, thirsting for revenge after her defeat in 1913, and with her national enemy Austria on her other flank, Serbia had to reckon on a possibility of war from two sides. This sketch map shows how open Serbia would be to attack from two flanks, and indicates the distribution and headquarters of her four armies.

Two possible eventualities were especially studied: (1) A renewal of war with Bulgaria, in which case the Eastern Army would form the Serbian centre, with the Army of the Danube on its left and the Southern Army on its right, the Western Army being held in reserve, probably at Nish; and (2) a war with Austria, which would presuppose an attempt at an Austrian invasion from across the Danube, with a subsidiary movement from the north-west and west, from the general direction of Sarajevo.

In this case the Eastern Army, firmly based on Nish, would constitute the Serbian right, while the centre would retire from the line of the Danube, but still remain the apex of a triangle facing north of which the left flank would be guarded by the Army of the West. Again, on the left flank of the Western Army, plucky little Montenegro could be counted upon to put some 40,000 war-trained veterans amongst her inaccessible mountains, while the Army of the South could either be brought up to strengthen the triangle or to strike in through the Novi Bazar region, co-operating with the Montenegrins on the left and the Western Army on the right.

Montenegrin assistance

The diagram above will make the simplicity and efficacy of the Serbian plans more readily understandable by those not intimately acquainted with the geography of the North-Western Balkans.

Each Serbian army was to consist of four divisions, and the division was organised as follows:

Two brigades of infantry each of 6,000 bayonets.
Two brigades of artillery each of 600 men with twelve guns.
One regiment of cavalry with 600 sabres.
Various auxiliary services, including engineers, army service corps—in all, about 1,300 men.
Total of a division, about 15,000 men.

In addition to each army were allotted "army troops," consisting of a few batteries of heavy artillery, infantry, and engineers, and a brigade of cavalry of 2,000 sabres, thus bringing up the whole strength of each of the four

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MENTIONED IN DESPATCHES

It is impossible to include portraits of all the gallant officers whose signal services in the field were acknowledged in Sir John French's despatch of October 8th, 1914. But in this and the two following pages we give a representative collection of photographs of officers who earned distinction.

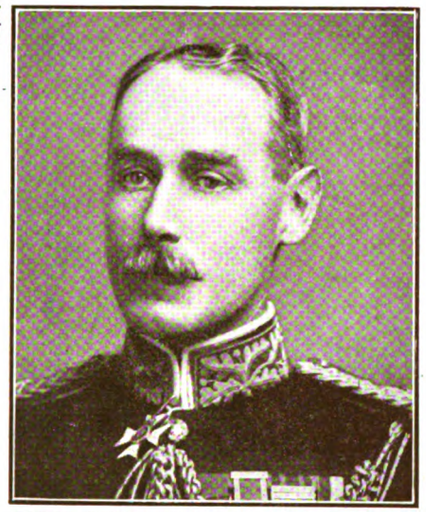


[From the painting by John St. Helier Lander.]

LIEUTENANT-GENERAL SIR DOUGLAS HAIG, K.C.B., K.C.I.E., K.C.V.O.,
commanded the Second Corps of the British Expeditionary Force during the Battle of the Aisne. Sir John French said in his despatch of October 8th: "I cannot speak too highly of the valuable services rendered by Sir Douglas Haig and the army corps under his command. Day after day, and night after night, the enemy's infantry has been hurled against him in violent counter-attack, which has never on any one occasion succeeded." Another paragraph of the despatch reads: "Sir Douglas Haig was very hardly pressed, and had no reserve in hand. I placed the cavalry division at his disposal, part of which he skilfully used to prolong and secure the left flank of the Guards Brigade. Some heavy fighting ensued, which resulted in the enemy being driven back with heavy loss."

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PORTRAITS OF SOME OF THE BRITISH OFFICERS WHOSE
SIR JOHN FRENCH IN HIS DESPATCHES OF



LIEUT.-GENERAL SIR ARCHIBALD MURRAY, K.C.B., C.V.O., D.S.O.,
Chief of Sir John French's General Staff.
"Has continued to render me invaluable help."



BRIG.-GEN. H. DE B. DE LISLE, C.B., D.S.O.
"Our cavalry acted with great vigour, especially General De Lisle's brigade."



LIEUT.-GEN.
W. P. PULTENEY, C.B., D.S.O.
"Showed himself to be a most capable commander in the field."



BRIG.-GEN. E. M. PERCEVAL, D.S.O.
"Crossed the river (Aisne) at 10 a.m. (September 14th), and met with very heavy opposition."



MAJ.-GEN. SIR CHARLES FERGUSSON, C.B., M.V.O., D.S.O.
"Maintained his position throughout the whole battle with great skill and tenacity."



COLONEL G. M. W. MACDONOGH,
General Headquarters Staff.



COLONEL F. S. MAUDE, C.M.G., D.S.O.,
General Headquarters Staff.
Took part in Soudan and South African Campaigns.



BRIG.-GENERAL R. SCOTT-KERR, C.B., M.V.O., D.S.O.
Was wounded during the fighting.



LIEUT.-COLONEL STANLEY BARRY, Aide-de-Camp to Sir John French.



COLONEL E. E. CARTER, C.M.G., M.V.O.,
General Headquarters Staff.



MAJOR H.R.H. PRINCE ARTHUR OF CONNAUGHT.
"Employed with great advantage on confidential missions of some importance."



BRIG.-GENERAL G. F. MILNE, C.B., D.S.O.,
General Headquarters Staff. Served in Soudan, including Khartoum. Mentioned in despatches during the South African War.



The Late MAJ.-GENERAL H. I. W. HAMILTON, C.V.O., C.B., D.S.O.
"With the 3rd Division, vigorously attacked to the north, and regained all the ground he had lost." Afterwards killed.



MAJOR W. R. CHICHESTER,
3rd Batt. Worcestershire Regiment. Was wounded during the fighting.

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GALLANT SERVICES IN THE FIELD WERE RECOGNISED BY HIS MAJESTY BETWEEN SEPTEMBER 17TH AND OCTOBER 8TH, 1914.



BRIG.-GENERAL F. M. GLUBB, C.B., D.S.O.,
General Headquarters Staff. Chief Engineer Southern Command, Salisbury. Mentioned in despatches during the South African War.



B.-GEN. B. J. C. DORAN, C.B.,
General Headquarters Staff. Served in the Afghan War, Nile, Hazara, Miranzai, and Tirah Expeditions.



LIEUT.-COLONEL LORD BROOKE, M.V.O.,
Aide-de-Camp to Sir John French. Was extra A.D.C. to Lord Milner in South Africa. Acted as Reuter's Special Correspondent during Russo-Japanese War.



BRIG.-GEN. J. A. L. HALDANE, C.B., D.S.O.,
General Headquarters Staff. Served in Waziristan, Chitral, Tirah. Twice wounded in South Africa. Military Attaché during Russo-Japanese War.



The Late LIEUT.-COL. SIR EVELYN BRADFORD, BART.,
Seaforth Highlanders. Died a hero's death during the war. Served in the Nile Expedition and in South Africa.



LIEUT.-COL. LORD LOCH, D.S.O.,
General Headquarters Staff. Mentioned in despatches during Soudan and South African Campaigns.



BRIG.-GEN. A. G. HUNTER-WESTON, C.B., D.S.O.,
General Headquarters Staff. Served in Miranzai, Waziristan, and Dongola Expeditions. Took part in many actions in South African War.



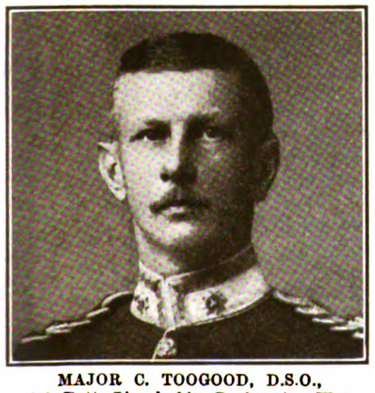
BRIG.-GEN. A. E. W. COUNT GLEICHEN, K.C.V.O., C.B., C.M.G., D.S.O.,
General Headquarters Staff. Extra Equerry to his Majesty. Has seen much service in foreign parts, including Soudan, Abyssinia, and South Africa.



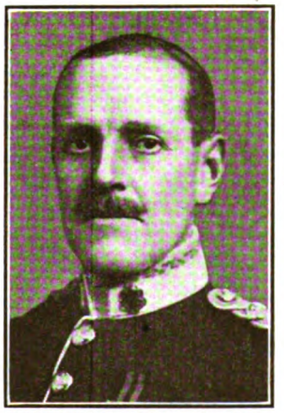
COL. V. T. BUNBURY, C.B., D.S.O.,
General Headquarters Staff. Served throughout Burma and Soudan Campaigns.



COLONEL W. G. B. BOYCE, C.B., D.S.O.,
General Headquarters Staff. Commanded Army Service Corps Training Establishment. Mentioned in despatches during South African War.



MAJOR C. TOOGOOD, D.S.O.,
1st Batt. Lincolnshire Regiment. Was wounded during the fighting.



LIEUT.-COL. M. N. TURNER,
1st Batt. Duke of Cornwall's Light Infantry. Was wounded during the fighting.



BREV.-COL. S. C. F. JACKSON, D.S.O.,
1st Batt. Hampshire Regiment. Was wounded during the fighting.



BRIG.-GEN. J. G. HEADLAM, C.B., D.S.O.,
General Headquarters Staff. On the Headquarters Staff in the South African War, mentioned in despatches twice.

(Photos by Elliott & Fry, Lafayette, Bassano, Speaight, H. Walter Barnett, Hills & Saunders, Russell & Sons, Cribb, Downey.)

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AUSTRIAN SOLDIERS SURRENDER WITHOUT FIRING A SHOT.

A roll-call of Austrian soldiers, captured by the victorious Serbs, held at Nish. Many of the men who were supposed to fight for Austria were racially allied to Serbia, and hated the Austrian yoke. At the first opportunity they walked over to their opponents and surrendered, exhibiting their rifles to prove that they had not fired a single shot.



A SERBIAN TELLS HOW HE HELPED TO ROUT THE AUSTRIANS IN BOSNIA.

A wounded Serbian, back in the bosom of his family after fighting valiantly against the Austrians in Bosnia, relates his experience of the campaign. Great success attended the Serbian arms in Bosnia, which district was entirely sympathetic to Serbia when war broke out.

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armies to close upon 65,000. The guns captured from the Turks (Krupp's), together with guns of the same make captured by the Greeks from the same source, and lent (or sold) to Serbia by Greece, were utilised as Army troops, while the guns (Schneider-Canet) captured from Bulgaria were allotted to the Army of the South, the other three armies being supplied with original Schneider-Canet guns belonging to the Serbian Army.

The total of the four Serbian field armies thus amounted to 260,000, to which must be added 20,000 frontier guards and 12,000 garrison troops, making a grand total of 292,000 men. It was estimated that, on a general mobilisation, about 340,000 men would become available, but that 40,000 of these would be practically untrained if war occurred in the first half of the present year, and it was intended that these should be held back to replenish losses and casualties in the field army. At the same time, the formation of an independent cavalry division of 6,000 sabres was contemplated.

The Army strength of Serbia

As regards the field armies, there can be no doubt that not only was their organisation complete and their material entirely replenished, but, what proved of even greater importance, the organisation had been planned in such a way that the mobilisation of the Serbian Army was completed in record time, and at least twice as quickly as the Austrian General Staff had anticipated. Before, however, we deal with actual operations in the Serbian war area, we must consider the factors, political and strategical, which governed those operations; for just as strategy governs the tactical situation, so do politics dictate the strategy of a campaign.



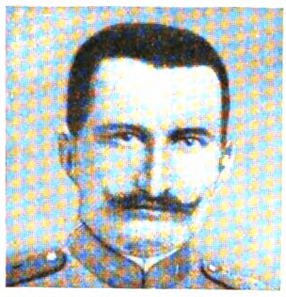
BELGRADE, THE CAPITAL OF SERBIA.
Belgrade stands at the junction of the Save with the Danube, and overlooks the plains of Hungary opposite. The bridge across the tributary stream, seen in the picture above, connects the two countries. The top picture is the War Office in Belgrade, and the bottom picture shows the Serbian Houses of Parliament.

Rapidity of Serbian mobilisation

The diplomatic quarrel between Serbia and Austria has already been dealt with in an earlier chapter; but too much stress cannot be laid upon the fact that every true Serbian continues to look upon Herzegovina and Bosnia much as the Frenchman looks upon Alsace-Lorraine—as provinces of an erstwhile powerful empire, temporarily annexed by an alien usurper.

There are, in fact, no fewer than ten million Serbs under the dominion of Franz Joseph, and the vast majority of these are anxious to throw off the alien yoke at the first possible and practical opportunity. Here, then, to the

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General Radivoje Bojovovic
Commander-in-Chief.



General Putnik
Chief of the General Staff.



General Bosa Yankovitch
A great Army leader.



General Petar Boyovitch
Commanding First Army Corps.

SOME OF THE LEADING COMMANDERS OF SERBIA'S VALIANT ARMY OF VETERANS.

westward lay a country eminently suitable for the operations of a Serbo-Montenegrin force, making Sarajevo its first objective. The allied army would be advancing through a country, the inhabitants of which would not only be friendly, but would also undoubtedly flock to join the colours and serve against their former master; and, moreover, the Montenegrin Army would be only too anxious to co-operate in any such forward movement. In all circumstances, it must have been a very sore temptation to the General Staff at Belgrade to abandon, even temporarily, the idea of a campaign which at the outset promised such a bright prospect of glory, initial success, and extraordinary possibilities of recruiting. There were other factors, however, which had to be taken into consideration, and the most important of these was that every step towards Sarajevo would mean a yard further from the Bulgarian frontier.

When, in August, 1913, by reason of her unimpaired military resources, Rumania imposed peace upon the Balkans, Bulgaria made no secret of the fact that she regarded the peace only in the light of an armistice. She ascribed her defeats, not to the splendid fighting of Greek and Serbian armies, who had driven her legions off the field, but to what she termed the traitorous behaviour of Turkey and Rumania. She did not hesitate to announce that she would seize the very earliest opportunity to take a full revenge upon Serbia and Greece for the indignities she had been made to suffer.



PRINCE ALEXANDER OF SERBIA
in his uniform as Commander of the Serbian Armies. He is King Peter's second son, and became heir-apparent when his brother Prince George renounced his right of succession in 1909, and Prince Regent on his father's retirement from active participation in the government of the country shortly before the outbreak of war.

With Austria's declaration of war on Serbia, and the extremely strained relations between Turkey and Greece, this opportunity arose. Here was a heaven-sent chance to fall upon the flank of Serbia while Austria invaded her northern marches, at a moment when Greece could offer her ally no substantial support, being fully occupied in preparations for a war against Turkey. Those who know the ins and outs of recent Balkan history are perfectly aware of the three reasons which held Bulgaria back from again taking the field and of throwing in her lot with Austria.

First and foremost, Rumania, with her considerable reserves of wealth and her exceedingly capable Army of half a million men, had assumed the rôle of Balkan policeman. She laid it down categorically that, apart from her defensive alliance with Serbia and Greece, she would unhesitatingly wage war on any Balkan



General Mihalilo Zivkovitch
Commanding Fourth Army Corps.



General Pavlovitch
Commanding Second Army Corps.



General Mihailo Jourichitch
Commanding Third Army Corps.



General Gojkovitch
Commanding Fifth Army Corps.

FOUR OF THE VICTORIOUS COMMANDERS OF SERBIA'S ARMY CORPS.

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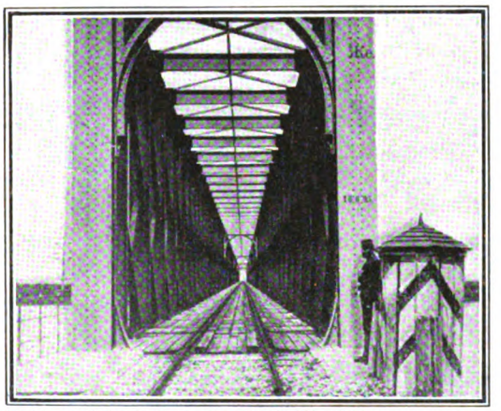


CATTARO, THE ADRIATIC OUTPOST OF AUSTRIA.

A narrow wedge of Dalmatia, which is a province of Austria, stretches down the shore of the Adriatic, and Cattaro, a fortified port in a magnificent natural harbour, is close to the southern point of the wedge. It was a point of attack by the French and British fleet in the operations against Austria soon after the beginning of the war.

State which broke the peace. Although this threat was levelled at Sofia, Constantinople did not fail to realise the significance of it. Bulgaria knew that if in this early stage of the war she assisted Austria to make a sandwich of Servia, she herself would be in the same unenviable position between the two fires of the Serbians on the west and of the Rumanians on the north.

The astute diplomats of Sofia recognised that it would suit their book better to bide the tide of events. In the case of a crushing Austrian victory, Bulgaria would get her opportunity for revenge, for in such an event Rumania would probably think twice before she herself plunged into the Balkan Armageddon. In any case, therefore, Bulgaria would wait. She could lose nothing in so doing. By waiting she was doing Austria a good turn, because Serbia could not withdraw her Eastern Army from Nish until the neutrality of Bulgaria was assured.



THE WESTERN GATEWAY TO THE BALKAN STATES.

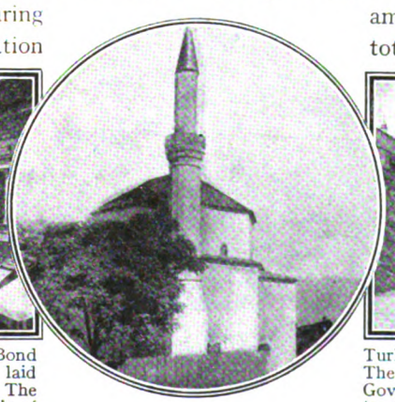
The railway bridge over the Save leads from Hungary to Serbia, and is on the main line from Vienna to Constantinople

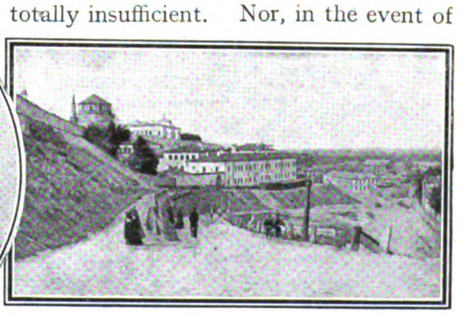
The second factor in the situation was a purely financial one. Crippled by the recent wars, the Bulgarian State Treasury was empty, and the only chance of replenishing the Treasury was to levy a special tax upon the population. During the two wars the Bulgarian population had waxed rich, for not only had harvests been exceptionally good, but also every officer and soldier who had served with the Army in the field had sent home rich booty, in the shape of trinkets, gold, and merchandise looted in Macedonia and Thrace.

With this booty the population would be very loth to part in order to pay a special war levy, while the prospects of yet a third campaign, whether it were waged in Serbia or in Macedonia, held few attractions. There would be little enough loot to gather in the former, while Macedonia had already been completely gutted. In addition to this, the population was sick and tired of war, and any Government that again plunged the country into the vortex of strife would be sure to be turned out of power at the earliest opportunity.

The third reason was even more convincing. During the second war Bulgaria had suffered very heavy losses of war material. She had lost close upon three hundred guns and a great number of rifles. Moreover, such guns and rifles as she still possessed were almost unserviceable owing to hard usage; and, besides, the supply of ammunition for guns and rifles alike was totally insufficient. Nor, in the event of







Prince Michael Street, as seen above, is the "Bond Street" of Belgrade, a wide thoroughfare well laid out with high-class shops and fine residences. The picture in the circle shows the last remaining relic of Turkish rule, the old Turkish mosque at Belgrade. The picture on the right is a view of Nish, whither the Government was removed on the outbreak of war, showing the walls, the governor's house, and the barracks.

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SERBIAN TROOPS IN THEIR NEW CAMPAIGN UNIFORM.

additional reason why they should continue to observe a strict neutrality. The crushing Austrian victory over Serbia, which was to have been the signal for Bulgaria's final apostacy from the Slav world, proved to be a crushing Austrian defeat. Later, the glorious Russian advance in Galicia brought it home to even the most bellicose Bulgar that there are moments when it is wiser to lie low and say nothing. If further pressure was essential to lend point to the argument, that pressure was forthcoming when Rumania, as a precautionary measure, mobilised 200,000 troops along the Bulgarian frontier.

Bulgaria joining Austria, could she hope to replenish war supplies from either Austria or Germany, for both countries had need of all the war material they possessed or would be able to manufacture.

Serbia, of course, was well aware of Bulgaria's predicament, but she could not afford to take any great risk, and thus her Eastern Army was left at Nish to await developments. After early August, every day that passed served to furnish Bulgarian statesmen with an



ROYAL LIFE GUARDS OF THE SERBIAN ARMY.

It is, perhaps, worth while to pass in survey the relations which existed between Russia and Bulgaria, so as better to follow the intricate maze of Balkan diplomatic intrigues, and discern the inevitable course of events. It must be first of all realised that Russia acts as guardian and protector of all the Slav race, and more particularly of the Orthodox Church. It was in the past owing to Russia's championship of the Slav cause that Serbia and Bulgaria won their independence from Turkey; but Russia, not unnaturally, expected and demanded a return for favours shown. If Russia was to champion the cause of Serb and Bulgar against Austrian encroachment, then the two lesser States must allow their foreign policy to be generally controlled from St. Petersburg, whence Russian statesmen, with their greater horizon, could obtain a better survey of the world of politics.



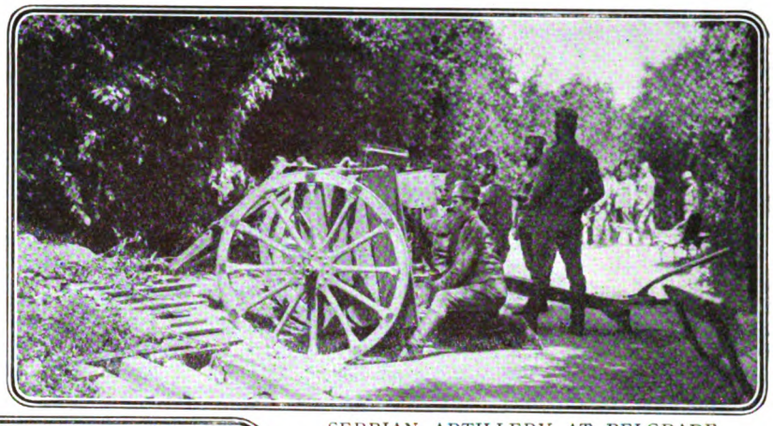
SERBIAN ARTILLERY OFFICERS GOING TO THE WAR.
This photograph was taken just after these officers had bid adieu to their families, and they are seen carrying the flowers given them by their women folk at parting.

For a while Serbia and Bulgaria silently accepted this unwritten condition of the tacit alliance. But the gratitude and memory of nations is proverbially short-lived, especially in the Balkans. When Russia allowed Austria to annex Bosnia and Herzegovina, when Russia suffered defeat at the hands of the Japanese, and, finally, when Russia failed to help the Balkans to ameliorate the conditions of the Slavs in Macedonia, the two Slav States bethought them of the paraphrase

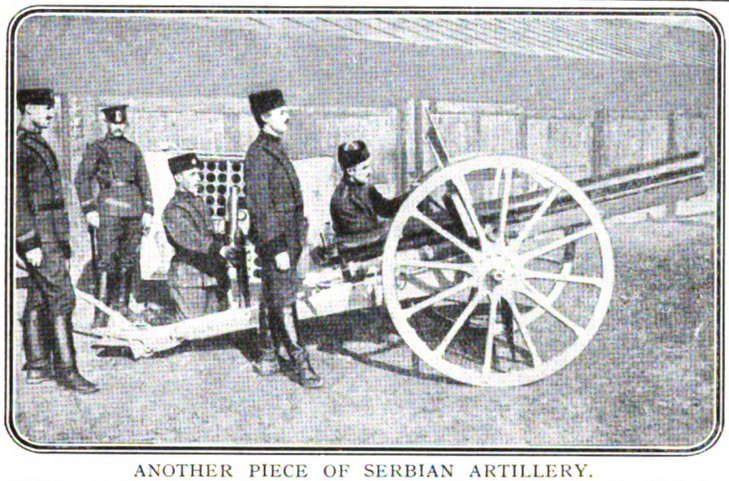
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that "Russia helps those who help themselves." It was under the auspices of the Russian Minister at Athens that the Balkan League was formed, but the States concerned in the alliance felt that they were "facing the music," while Russia stood safely aside and gave advice.

Later, when the question of the future of Albania was discussed, Austrian and Italian claims entirely overrode the representations of Russia, and Greece and Serbia felt a keen disappointment, which was partly allayed by Russia's excuse that "at present she was not sufficiently prepared to fight Austria, but hoped to be so ere very long."



SERBIAN ARTILLERY AT BELGRADE.
Serbian artillery posted on the promenade of a public garden in Belgrade, which overlooks the junction of the Danube and the Save, and commands Semlin.



ANOTHER PIECE OF SERBIAN ARTILLERY.
Another example of the Serbian guns that wrought destruction among the Austrians. A powerful Schneider quick-firer gun, with its crew.

Bulgaria, in the meanwhile, with that duplicity which is so characteristic of the nation, saw in Russia's temporary weakness a chance of personal profit. Sofia began to listen to the wiles of Vienna, and hope told a flattering tale. A diplomatic agreement was entered into—that if Bulgaria could make war on Serbia and Greece, she could have all the country she could take, while Austria would "bluff" Russia to stand aside, and as her share of the spoils would content herself with the annexation of the Novi Bazar for the nonce. The Bulgar, whose chief pride it is to term himself the "Prussian of the East," accepted the bargain with alacrity, never doubting for a moment that he could easily overthrow Serbia and Greece. The sequel proved the folly of his self-confidence.

There is one particular incident so thoroughly characteristic of Bulgarian methods that no apology is made for recording it here. It will be remembered that towards the close of June, 1913, the Tsar had invited the Prime Ministers of Greece, Serbia, and Bulgaria to come to St. Petersburg, in the hopes that with his help they would solve their differences of opinion. Almost the last act of M. Daneff, the Bulgarian Premier, before entering the train destined to take him to this peaceable conference, was to sign an order to his generals at the front to march forward and make war upon the two other allies on July 1st, 1913.

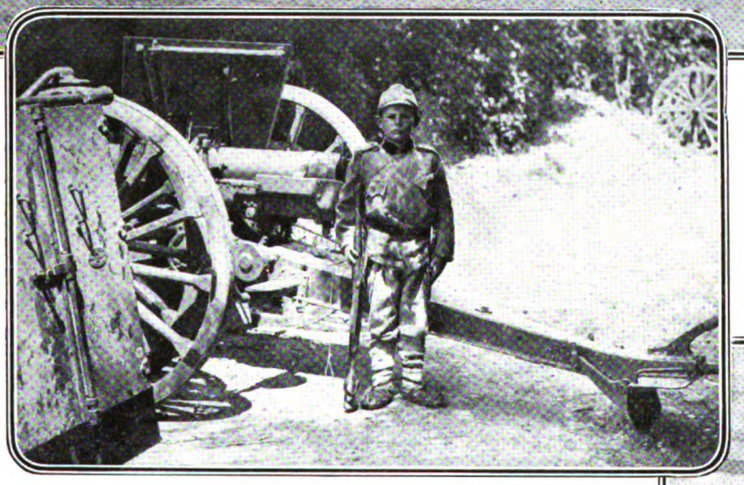
Had Bulgaria succeeded, it would have been a priceless jest to recount in after days how Daneff had fooled the great White Tsar; but as events issued, it merely remained an insult which Russia and the Tsar will



A SERBIAN GUN HAMMERING AT SEMLIN.
A further photograph of the well-manned Serbian artillery playing upon Semlin. During the early days of the war the Austrians made determined efforts to cross the Danube and penetrate into Serbia, but they were repulsed with enormous loss.

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A BOY SERB IN THE BATTLE-LINE

In Serbia the war was a people's war to as great an extent as it was in Russia. In spite of being war-weary and war-poor, the people of Serbia rushed to the colours with that enthusiasm which attempted oppression of liberty-loving people always evokes. Perhaps the two photographs shown here exemplify that spirit more than anything else could do. A boy of twelve, who was an excellent shot, joined the Army, and persuaded the authorities to accept his services. He was the pet of his older comrades, and is said to have done excellent service in the rifle-pits at Belgrade when it was being bombarded by the Austrian guns from across the Danube.

find it impossible to forget and difficult to forgive. Bulgaria, who dreamed of making herself the mistress of the Balkans, succeeded only in proving her own untrustworthiness. In turn, she has coquetted with Russia, Serbia, and Greece, with Austria and Italy, and as recently as the beginning of this year she offered her favours to Turkey. It is doubtful whether the alleged friendship of so mercenary a lady will attract many suitors in the future.

Those who do not understand Rumanian policy—and even many of those who do—have found fault with the attitude adopted by Rumania during the second Balkan War. She is accused of having "sat on the fence" until she saw on which side the booty was likely to fall. Having first extorted a large tract of territory from Bulgaria as the price of her neutrality, she proceeded to throw in her lot with Serbia and Greece, and to march her Army through a country which could not possibly make any resistance to her.

At the opening of the war we again find Rumania apparently "sitting on the fence," and proclaiming her



SERBIAN RESERVIST WITH HIS WIFE AT NISH.

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RESERVISTS AT NISH—SERBIA'S TEMPORARY CAPITAL.
A party of Serbian reservists encamped at Nish. This Serbian city is only surpassed by Belgrade in commercial and strategic importance. The King and Government reside there for at least three months each year. It is built near the site of the ancient Roman city Naissus, where the Emperor Claudius annihilated the army of the Goths in A.D. 269, and which the Huns, under Attila, destroyed in the fifth century.



WOUNDED SERBIANS ARRIVING AT NISH.

neutrality. Not only that, but she threatens to make war on any Balkan State that imperils the present *status quo* in the Balkans. She has assumed the rôle of the policeman, an inglorious one perhaps in time of war, but one that belligerents have no cause to criticise, provided that the policeman succeeds in keeping the peace. It must be remembered that of all the Balkan States Rumania at the time the war opened was by far the best prepared to undertake a war. Her resources were great and unimpaired by recent warfare, her Army numerically greater than that of any Balkan State, and in point of equipment and training the equal of the best. Her weight in the balance of a Balkan war would be a decisive factor. But, instead of throwing that weight into either of the scales, she preferred to maintain peace by threatening action.

As to the sympathies of the Rumanian nation, there can be no doubt whatever. Sprung from a Roman colony founded in the height of Roman imperial glory, the Rumanians are Latin by race, speech, and religion, and, like all Latins, their sympathies are anti-German and pro-Slav. Moreover, Rumania is very loyal to the terms of her treaty with Serbia and Greece, and it is difficult to conceive of any combination of circumstances which would induce her to break away from the spirit of that alliance. Rumania has also her private reasons of quarrel with Austria, in addition to a traditional sympathy with the Petrograd foreign policy.

Rumania's national sympathies

The Rumanian quarrel with Austria is somewhat intricate, and at first glance not very easy to comprehend. But in Hungary there are three millions of people of Rumanian race, who are treated with great harshness under Hungarian rule. Moreover, throughout the Balkans there is scattered a nomad people known as the Kutzo-Vlachs, who are the gipsies of the Balkans, and of Rumanian origin (it is indeed almost certain that the derivation of the word "Romany" comes from this source, just as "Rumania" is another form of "Roman"), and who have always been under the special protection of the Bucharest Government. Scattered throughout Bosnia and all the

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MOUNTED ARTILLERY OF THE TURKISH ARMY.

Balkan States, these peripatetic subjects give Rumania a good excuse for supporting any demand for reform which may from time to time be raised in the Balkans.

In nearly every instance she has experienced either overt or covert opposition from Austria. Indeed, if the truth were but made known, it would be found that the responsibility for the backwardness of Macedonia in the past under Turkish rule rests on the shoulders of Austria, and not of Turkey. It will be readily understood what an immense help to Serbia and Russia it would have been if Rumania had taken the field with 500,000 troops in Southern Galicia, and it was presumed that her reward at the end of the war would not be disproportionate with the help afforded to the Allies.



COMPANY OF ARTILLERYMEN OF THE GREEK ARMY.

Many stories came from Vienna concerning Serbian intrigues against Austria, for which, by the way, not a single item of evidence from an unbiassed source has been produced, or is ever likely to be; but, even had Serbia given herself over to intrigue, she was surely entitled to do so as a measure of self-defence against the toils that Austria has persistently spread for her.

The ways of Austria in the Balkans are obscure, and have not in the past been handicapped by any considerations of honour or straight dealing. Huge sums of money have been expended annually on maintaining a veritable army of secret agents, who are usually selected on account of the blackguardly record of their past career. "Search the prisons of Balkania," said an eminent Balkan statesman, "and you will find that all the scum are, or soon will be, Austrian secret agents."

Austrian espionage

To show the *modus operandi* of Austria, it is of interest to note that bandits who used to infest the mountains of Epirus under Turkish rule were, upon the declaration of war, either given appointments in the police force of the Provisional Government of Albania, receiving in addition to their pay a substantial subsidy from the Austrian Consul at Avlona (Valona), while others were appointed secret agents in Northern Albania and Macedonia, to foster hatred between the Balkan Allies.

It is also common knowledge that the Austrian Consul-General at Janina, during the siege, was in daily consultation with Essad Pasha, the Turkish commandant, to whom he gave much unsolicited advice. This same official managed during the six months of the war to expend no less than £23,000, although his own income did not exceed £500 a year. It is easy to imagine whence the money came, and for what purposes it was expended.



THE RUMANIAN BERSAGLIERI.

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The whole object of these intrigues was to advance slowly but surely Austria's century-old policy of "peaceful penetration" in the Balkans, until she could attain her ultimate aim of occupying the eastern littoral of the Adriatic down to Avlona, with an outlet on the Ægean Sea at Salonica. Montenegro and Serbia formed the first barrier to this scheme of peaceful penetration, which was carried on by means of Catholic propaganda, schools, secret service agents, the establishment of an Austrian postal service, and finally by a heavily subsidised commercial campaign, in which the Austrian Lloyd Steamship Company played an important part.



BATTERY OF ARTILLERY OF THE BULGARIAN ARMY.



MONTENEGRIN SOLDIERS WITH A MITRAILLEUSE.

To remove this barrier it was essential to separate Montenegro from Serbia by seizing the Novi Bazar Valley. Unfortunately for Austrian hopes, the attitude of Italy in 1909, and the Serbian successes in the first Balkan War gave the district of Novi Bazar to Serbia. So it became necessary to find a pretext of war with Serbia in order to wrest the Novi Bazar district from the grasp of its possessors. This political factor, it will be shown, had a disastrous effect upon Austrian strategy when military operations had to be undertaken.



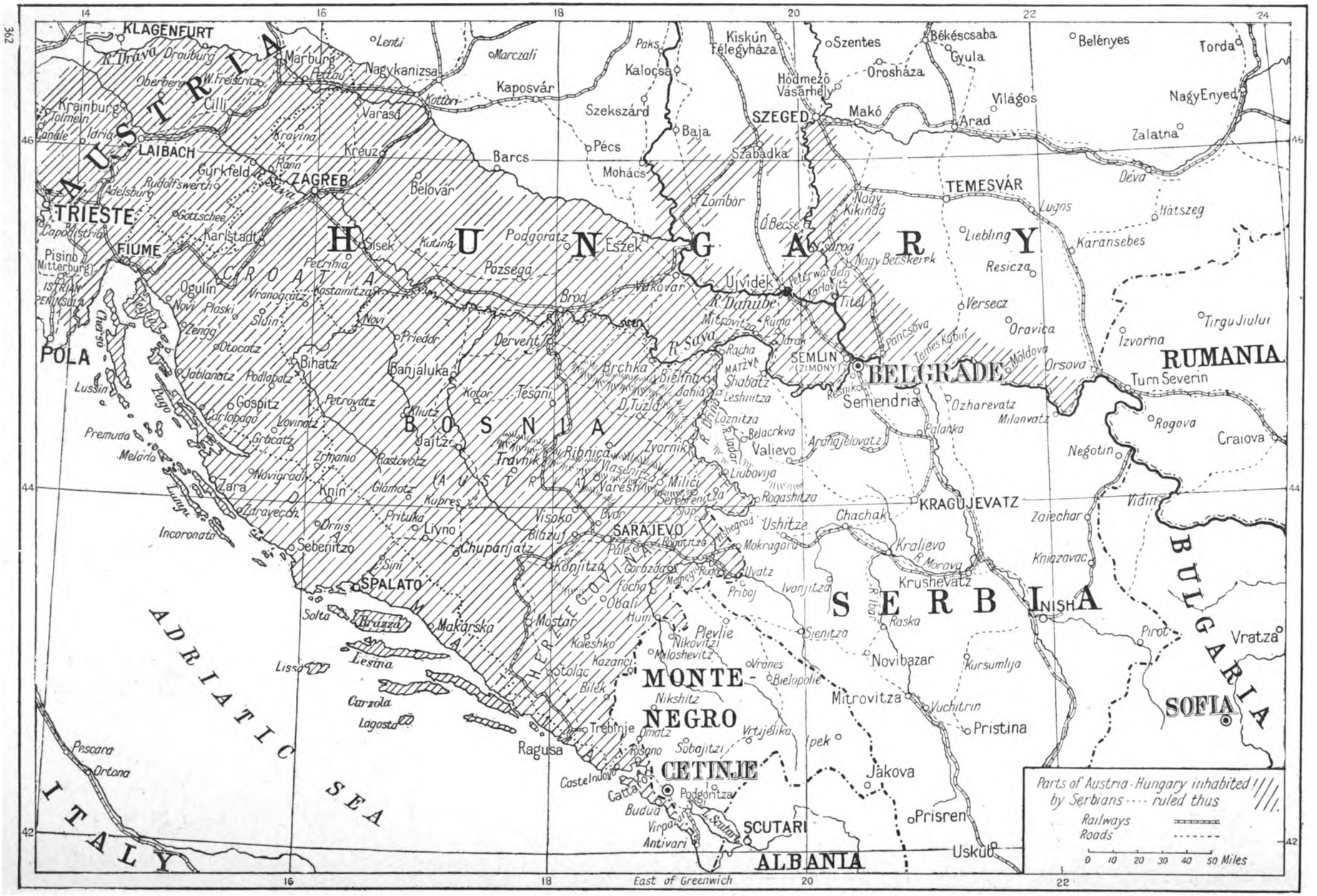
RUMANIAN INFANTRYMAN.

Those who came into contact with the Serbian Army during the two Balkan Wars, speak with unstinted praise of the valour of the men the skill of the junior officers, and the efficiency of the artillery. These latter have been, like the Greeks, trained on the French model, and, armed with French guns, they have invariably done excellent work. Faik Bey, the Turkish divisional commander who fought the Serbs at Kumonovo and Monastir, spoke almost with enthusiasm of the admirable practice made by the Serbian gunners at those two battles, and the Turkish defender of Adrianople has repeatedly stated that only the arrival of 40,000 Serbians in front of the city obliged him to surrender.

During the second campaign the resisting power and pertinacity of the Serbian Army was amply demonstrated in the thirty days of continuous battle all along the front.

If there is any criticism to be made of the Serbian Army it must concern its lack of adaptability to alter preconceived plans rapidly. Not even the Prussian is more thorough in the conception and preparation of a plan of campaign, but the Serbian Staff, in the second Balkan War at least, showed want of initiative in dealing with a new situation. So long as speed of conception is not essential, the Serbian General Staff can be trusted to commit no error; but, on the other hand, it is doubtful whether it will ever reap to the full the fruits of such victories as it may secure.

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MAP SHOWING RELATIONSHIP OF SERBIA TO OTHER BALKAN STATES AND SERBIANS UNDER AUSTRIAN RULE AT BEGINNING OF THE WAR.

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AUSTRIAN PRISONERS ARRIVING AT NISH.

CHAPTER XIX.

SHABATZ—THE FIRST DECISIVE BATTLE OF THE WAR.

The Austrian "Punitive Expedition"—Three Neglected Factors—A Time-Table that was not kept—Serbian Mobilisation—The Abandonment of the Capital—Austrian Attempts to Cross the Danube—A Serbian trap and its results—The moral effect—Attempts to cross the Drina—The Austrian Forward Movement—Serbian Reinforcements—Austrian Defeat and Great Losses—Effects of the Serbian Victory upon Austrian and German Plan of Campaign—Effect upon the other Balkan Countries.

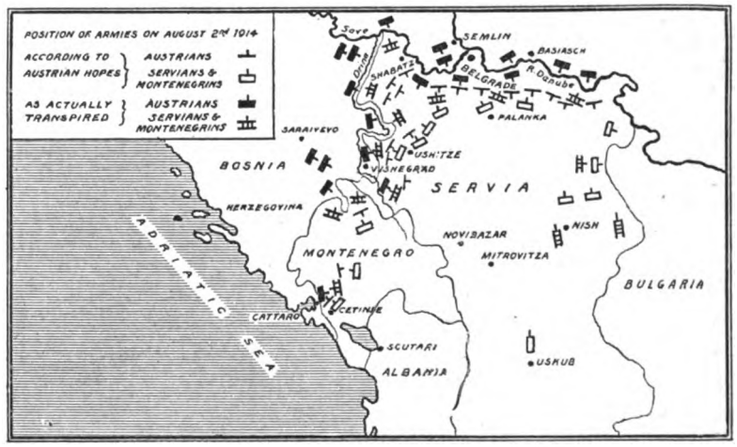
WHEN the Austrian Government began its "punitive expedition" against Serbia, the original Austrian idea was an enveloping movement of four army corps with Nish as their objective. Two corps were to cross the Danube at Basiasch and Belgrade, while one corps from the north-west was to cross the River Save in the vicinity of Shabatz, and act as a right flank guard to the Austrian advance. A fourth corps, moving from Sarajevo on Visegrad and Ushitza, was to turn the flank of any Serbian line of defence, and at the same time, by invading the Novi Bazar district, to separate Montenegro from Serbia. Also a detached column, based upon Cattaro, was to move and occupy the attention of the Montenegrins.

In itself the plan was sound enough, but it failed to take into consideration three vital factors:

1. Rapidity of Serbian mobilisation.
2. Difficulty of crossing the Danube.
3. Possibility of a Montenegrin counter offensive in the Novi Bazar.

On the sketch map below are shown the positions of the contending armies on August 2nd: (*a*) As the Austrians hoped they would be; and (*b*) as they actually were. While the Austrians contented themselves with a leisurely march forward and half-hearted attempts to cross the Drina, Save, and Danube, Serbia mobilised with extreme rapidity, and, withdrawing her Southern Army by rail towards Nish, not only provided for the safety of her Bulgarian frontier, but at the same time left the troops at her eastern frontier free to go forward.

During these preparations, screened by Serbia's frontier guards, who served her admirably, the Montenegrins not only sent a detachment to watch the Austrians at Cattaro, but they also despatched a strong detachment to move northward to threaten Visegrad. The Austro-Bosnian army found itself obliged to send a strong flanking column to meet this force and prevent it from effecting a junction with the Serbians. While it was held up in front, unable to cross the Drina, it received a call to help the north-western army.



AN AUSTRIAN TIME-TABLE THAT FAILED.

The Austrians, as well as the Germans, made their war plans according to time-table, and, like their German allies, they found that it was easier for the General Staff to compile a time-table than it was for the field armies to keep it.

The Battle of Shabatz was the culminating move for which the Serbians played and manœuvred in the early weeks of the war as a fencer plays for an opening. Abandoning

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their capital to the tender mercies of the Austrian artillery, they made a feint of falling back from Palunka upon Nish, while they really moved north-westward. From Ushitza another strong force was also sent to the north-western corner of Serbia, into the triangle the apex of which is the junction of the Rivers Save and Drina. During the first week of August five Austrian army corps devoted the whole of their energies to attempting to effect a crossing of the Danube and the Save. The points of crossing were successfully disputed by the Serbian Frontier Guards, assisted by detached columns from the Army of the Danube, and an advance guard of the Western Army. In no case did the Austrian attempts meet with any measure of success, while a combined effort to invade Serbia from the extreme east at Orsova resulted in a minor disaster for the Austrian arms—a foretaste of what was to come. The three battalions that formed the Austrian advance guard lost touch with their own main body, and at the same time fell into a carefully prepared trap. They were exterminated, for of the 3,400 men only twenty-five survived to be taken prisoners.



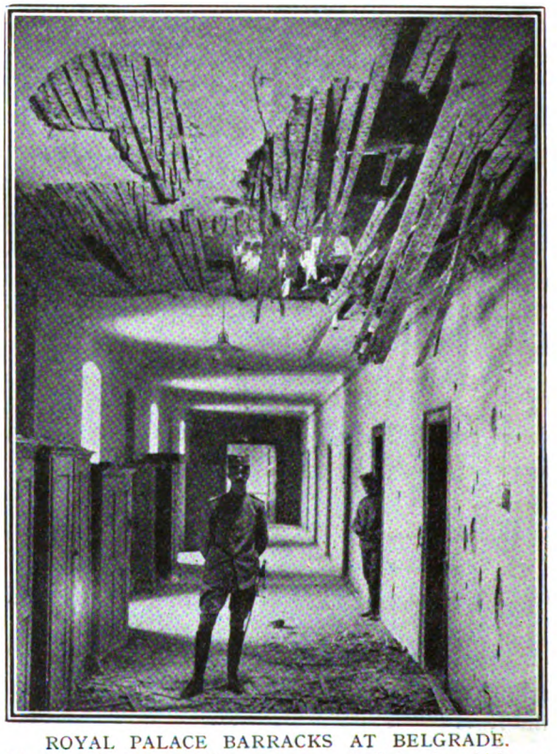
RUINS OF THE BRITISH EMBASSY AT BELGRADE.
The Government of Serbia moved south to Nish before the Austrians from the Hungarian side of the river bombarded Belgrade. This photograph shows the damage done to the British Embassy by Austrian shells.

This marked success produced a very wholesome effect upon the morale of the Serbians, who had resented the bombardment of their capital from across the Danube without being able to make any effective reply. They regained confidence, not only in their own powers, but in the carefully conceived strategy of their generals.

After the affair the Austrians showed activity on the River Drina, which forms the western frontier of Serbia, on August 9th and 10th, but were quite unable to effect a crossing. On the 11th, under cover of a very heavy combined rifle and artillery fire along the whole of the front from Losnitza on the Drina to Shabatz on the Save, a reconnaissance in force was carried out in which the Austrian aircraft were particularly active, but still no crossing was effected.

Vain efforts to cross the rivers

The Serbian forces within the triangle found themselves not only hopelessly outnumbered, but with both their flanks threatened should the Austrians succeed in crossing either of the rivers. It was therefore considered advisable to begin a partial retirement until the Serbian main strength could be brought up to strengthen the Serbian defence. This retrograde movement was in part a precautionary measure, but was also conceived with the object of luring the Austrians across the rivers.



ROYAL PALACE BARRACKS AT BELGRADE.
The Austrian guns made great havoc in Belgrade, which was bombarded in the opening days of the war, and this photograph shows the effect of a shell in the barracks at the Royal Palace.

On August 12th an Austrian advance guard crossed the Drina, pushing eastward, while a detachment of the 4th Austrian Corps effected a crossing of the Save near Shabatz. On the following day, pontoon bridges having been constructed at several points, the Austrians began to pour across the river and to march into Serbia.

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SERBIAN RED CROSS NURSES AT NISH WITH WOUNDED SOLDIERS FROM THE BATTLE-FRONT.

Near Shabatz were the 4th and 9th Corps, with the 8th Corps on their right, while one regiment of mountain artillery, borrowed from the 15th Corps, crossed the River Drina with the whole of the 13th Corps near Losnitza.

During the whole of August 13th the Serbian rearguard showed the utmost resolution and pluck by denying the crossings to the enemy. Only when night had fallen to cover its movements did it fall back sullenly and occupy positions facing the Austrian 8th and 13th Corps. These corps had incurred serious losses in storming the Serbian positions on the Drina.

On the 14th the Austrians resumed their forward movement. The 8th Corps marched on Tzer; the 13th Corps straddled the valley of the Jadar with a division on either bank; while a third division and the regiment of mountain artillery threatened the Serbian flank.

As soon as it was evident that the Austrian main armies were committed to this forward movement, while the 4th and 9th Austrian Corps were still held up at Shabatz by a Serbian retaining force, Serbian reinforcements were dispatched on August 15th to endeavour to turn the Austrian left flank. All through the 15th and 16th the Serbians resisted all the attacks of the 13th Corps along the Jadar valley, and only abandoned their trenches when the Austrian flanking column had completely turned their position. Then during the night they again retired, and took up a third line of defences near Zavlaka.

Serbians speedily reinforced

The Serbian reinforcements were rushed up with almost incredible rapidity—incredible, that is to say, to those who had not seen the Serbian troops manœuvre during the Balkan Wars. Throughout the 17th, 18th, and 19th those reinforcements concentrated so as to outflank the Austrian flank movement. In vain the Austrians launched attack upon attack in a fruitless endeavour to break up this cloud of assailants which was enveloping their flank. In their immediate front, too, the Austrian troops were unable to dislodge the Serbians from their positions.

By the afternoon of the 18th it became evident that the Austrian offensive movement was giving way. Their losses had been enormous; they had entirely failed to shake the Serbian defensive; and they had not been able to obtain any assistance from their 4th and 9th Corps, who were still held up at Shabatz. On the 19th the Austrian offensive broke up altogether. The Serbians had succeeded in driving a wedge between the Austrians. The plight of the Austrian 8th and 13th Corps was desperate. All hope of help from the two corps at Shabatz had now to be abandoned.

In front and on their flank was an unbeaten enemy, while on their rear an unfordable river separated them from a country the inhabitants of which were, if not hostile, at least frankly disloyal. It is small wonder that the Austrian retreat almost at once degenerated into a rout, in which every man did the best he could for himself.

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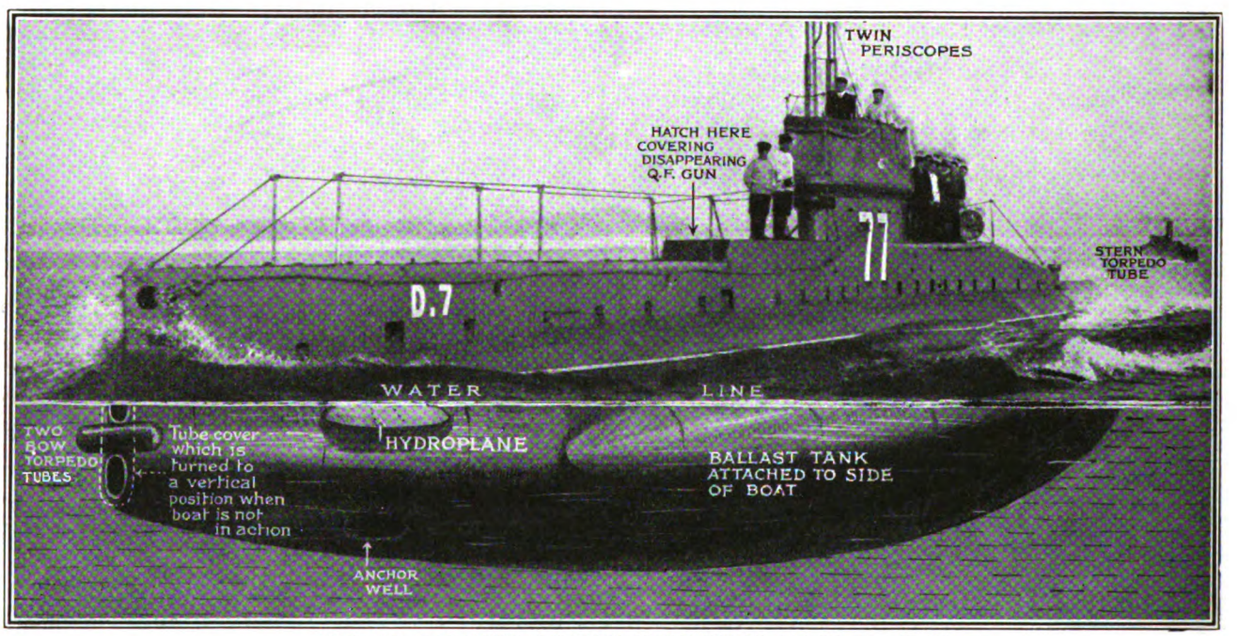
When the nature of the country is taken into consideration, with its dearth of roads and lack of villages and farms, it is probable that the Austrians suffered as much from hunger as from the enemy's pursuit.

Throughout the 20th, 21st, and 22nd the Serbians pushed the pursuit, and eventually drove the remnants of the 13th and 8th Corps either into the Drina or across it. Of the 130,000 Austrian troops who had crossed the Drina on August 12th and 13th some 20,000 were killed or wounded, and over 5,000 were taken prisoners, while doubtless some considerable part of the remainder either died of hunger or exposure during the retreat or deserted to their homes. The Serbians captured over sixty pieces of artillery and an immense amount of other military stores and equipment.

Heavy Austrian losses

During the whole of this period the Serbian containing force in front of Shabatz had been able to hold off the Austrian 4th and 9th Corps, preventing them from co-operating with their western army. As soon as the rout of the latter became pronounced, the Serbian main army at Tzer broke off the pursuit and turned north-eastwards with a view of encircling the Shabatz army. The general commanding this Austrian force, who, it must be admitted, had not hitherto shown much initiative or determination, at last showed that he could move when he saw his retreat threatened.

Under cover of a violent assault upon the Serbian positions he drew off the major portion of his army, and made for the banks of the Save. The attack was defeated with appalling loss to the Austrians, and it was only because of the excellent work of a flotilla of Austrian war vessels lying in the Save that the remnants of the



ONE OF BRITAIN'S DEADLY MOSQUITOES OF THE OCEAN.

This is one of the D class of submarines, of which the British Admiralty had eight at the opening of the war. All these, along with nine boats of the E class, were on guard in the neck of the bottle that held the German Fleet while the British Expeditionary Force was being transported to France. "The patrol was maintained night and day," in the words of Commodore Keyes's despatch. These boats are of 550 to 600 tons displacement, with a speed of 15 knots above water and 10 knots submerged; they carry three 18 in. torpedo tubes, a 12-pounder gun on a disappearing mount, and a crew of 20 officers and men. The lettering on the picture is explanatory.

Austrian eastern army were able to cross the river and to avoid capture. It was on August 24th that the last miserable detachment of Austrians succeeded in making its escape from Serbian territory, and thus ended the famous Austrian "punitive" expedition against the despised little kingdom of Serbia.

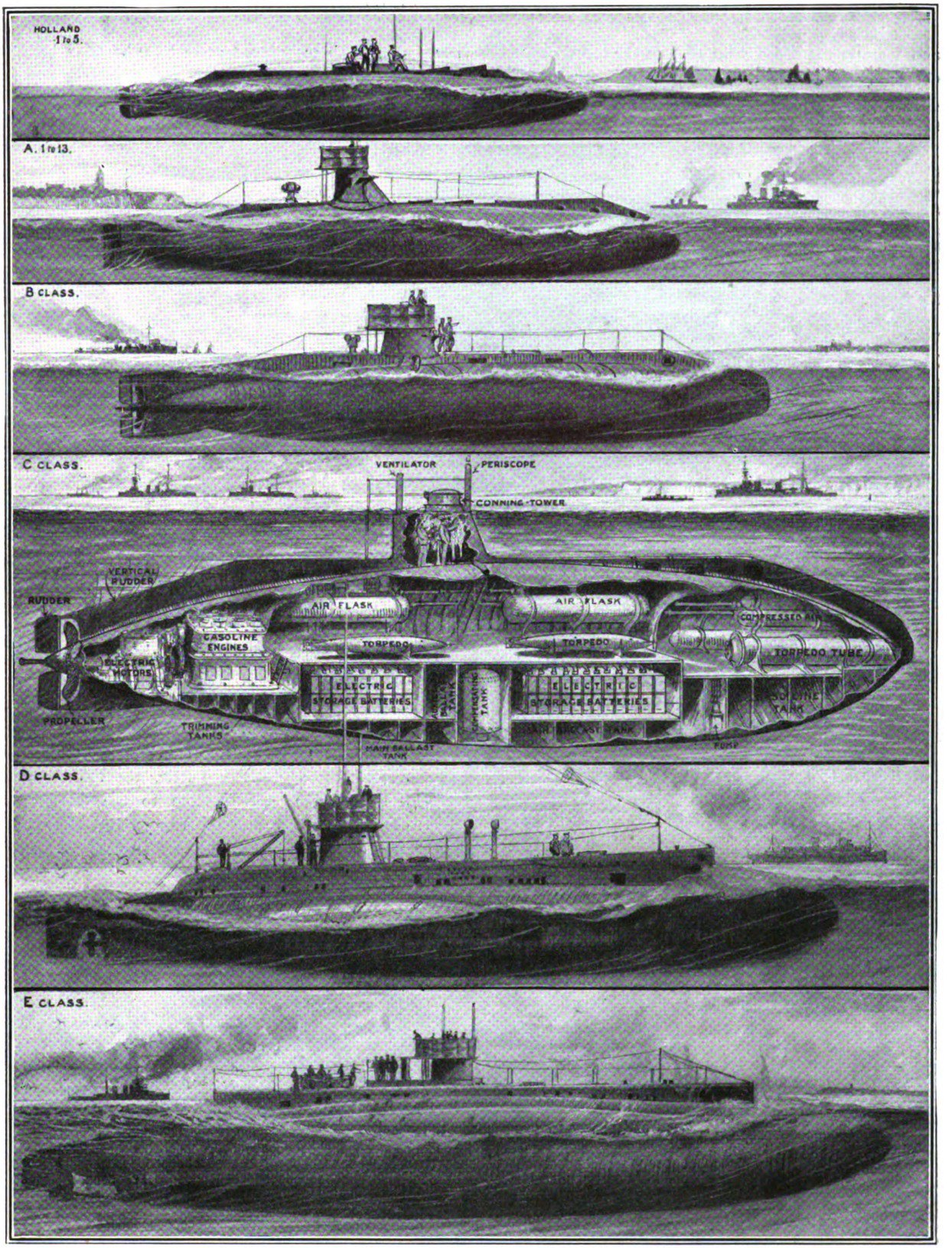
There remained in the Serbian area of hostilities only one effective Austrian corps. This had originally opened operations against Eastern Serbia. When Russia began the invasion of Galicia, this corps was called off to face the Tsar's armies, but it had not got very far when news of the engagement at Shabatz brought it back into the Serbian area of operations. It was this corps which faced the Serbians at Semlin on September 8th, 9th, and 10th, but was obliged to give way.

The remnant of the Austrian army

Such portions of the Bosnian corps as had not been involved in the Shabatz disaster retired from Serbian territory and fell back upon Visegrad, whence they were evicted by a joint Serbo-Montenegrin effort on September 11th.

Austria began by despising her adversary and dividing her forces. From the moment that their optimistic hopes of immediate and crushing victories were baulked, the Austrian Staff and corps commanders completely lost their heads, and frittered away their time and the energies of their men in ill-conceived and ill-executed marches

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A GRAPHIC ILLUSTRATION OF THE DEVELOPMENT OF THE BRITISH SUBMARINE.

The earliest submarines were small craft that scarcely gave the crew room to move. Great strides have been made, and now the accommodation is much more generous, increasing the comfort and health of the men and raising their spirits. The diagrammatic picture above shows the various classes of submarines of the British Navy, except the newest or F type, which displaces 1,200 tons when submerged, and has a speed of 20 knots on the surface and of 12 knots under water. The E class of submarine, illustrated in the bottom panel above, dates from 1912, and consists of eleven boats. They have a displacement of 725 tons above water and of 810 tons below water, with respective speeds of 16 and 10 knots. Thus they are almost exactly four times as large as the A class, which dates from 1904, and this comparison illustrates the great progress made in submarine construction in the space of a decade. Also, they have four torpedo-tubes, compared with the two of the A class boats.

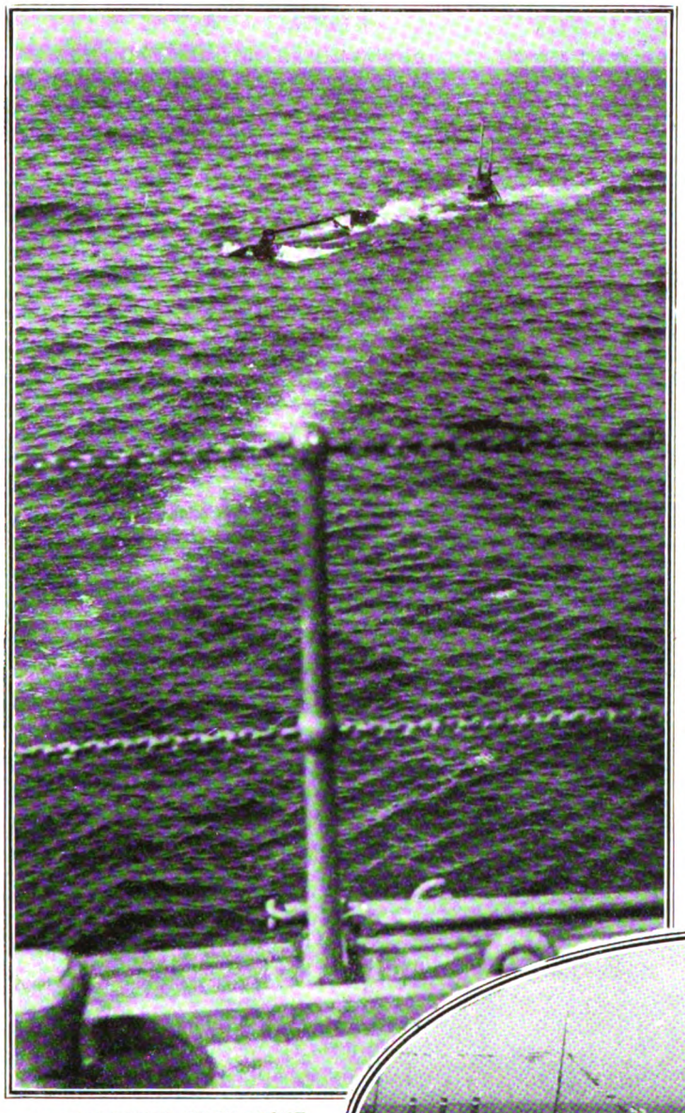
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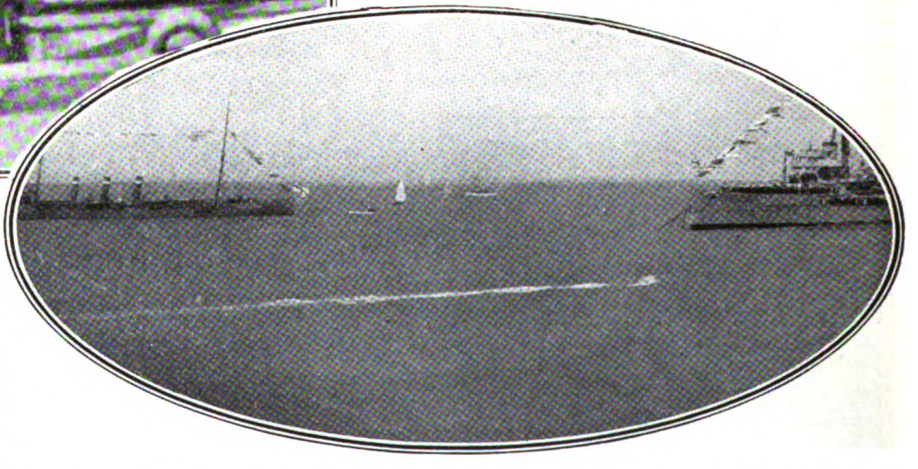
and counter-marches without any definite object in view. The Serbians played upon this Austrian lack of determination as a man plays upon a piano. They called the tune and the Austrian generals danced to it. At the psychological moment the Serbian Army struck with all its force, with the result that the Austrian field army practically ceased to exist.

In a little less than one calendar month the despised Serbian forces, which numbered at most 250,000 men in the area of hostilities, had inflicted an overwhelming defeat upon a slightly superior Austrian army of invasion, capturing nearly half of its war material and placing it hors de combat for several weeks. But the Battle of Shabatz (or Jadar, as it is sometimes called) had even wider-reaching consequences. It was the first decisive battle of the Great War, and its moral effect was enormous. It taught the Austrians that they could not hope for success even against Serbia. Not only did the disaster greatly delay the Austrian mobilisation, but it also compelled the Austrian and German General Staffs to reconsider their carefully pre-arranged plans. Two Austrian corps which were destined to help the Germans in Alsace were hastily recalled. Reserve corps which were to have been sent to meet the Russians in Galicia were ordered southwards instead of eastwards, while Germany herself had to consider the advisability of transferring troops from Belgium and France to replace the Austrian forces that had been diverted to Serbia.

Importance of the battle of Shabatz

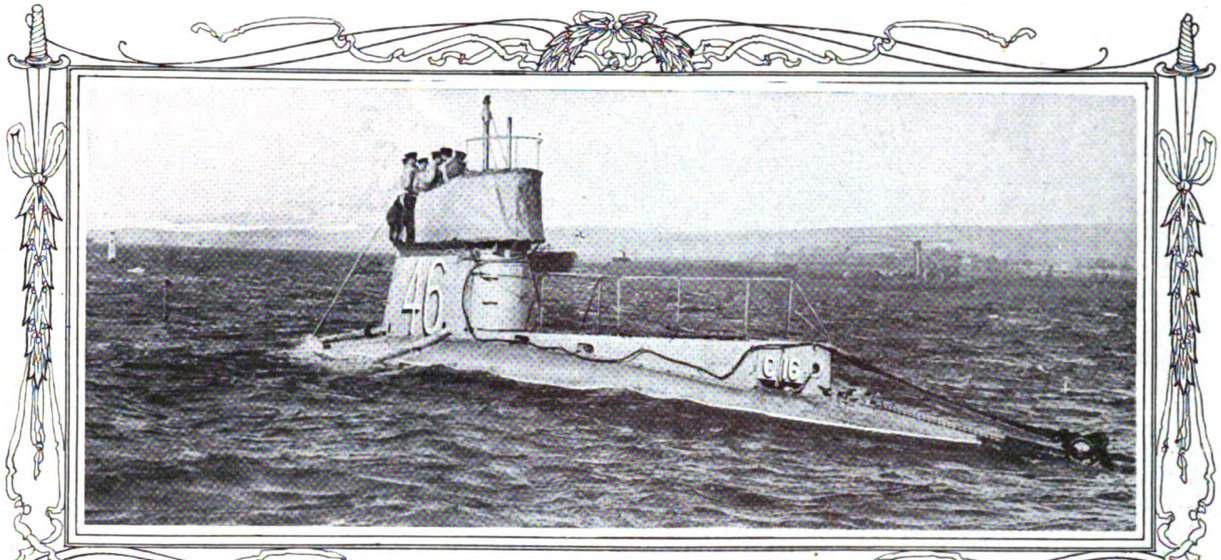
Serbia was the first of all the Allies to fight a great and decisive battle, the first to deal a serious blow for freedom to the domination of the German military caste. Not only this. The echo of the Serbian guns which thundered at Shabatz was heard in Sofia, Constantinople, and even across the Adriatic in Rome itself. If Italy ever had felt any qualms about her failure to fulfil her obligations to the Triple Alliance, the Serbian success effectively laid them to rest. If Bulgaria was contemplating an attack on Serbia on August 15th, she decided during the next week that the maintenance of neutrality would be the more prudent course for the immediate future, at least.





AN EMERGING SUBMARINE.
The track on the surface of the water indicates the course of a torpedo which the submarine at manœuvres has just fired before rising to the surface. The oval picture shows the track made by the periscope of a submarine at a naval review.

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ONE OF THE TWENTY C CLASS SUBMARINES.

CHAPTER XX.

THE WAR UNDER THE WATERS—THE SUBMARINES STRIKE THEIR FIRST BLOWS.

Experience of Submarines in Naval Manœuvres—Expert Opinions of the Submerged Arm—Weakness of Large Submarines—Limited Effectiveness of Submarines—Means of Detecting Submarines—Submarine Strength of the Belligerent Countries—Growth of Submarine Offensiveness—The Human Factor in Submarine Work—The Periscope—Dangers Peculiar to Submarines—The Torpedo—The Explosive Charge—Guns Mounted on Submarines—The Exploit of H.M.S. Birmingham—Scouting Work of Submarines—The Tragedy of the Pathfinder—The Destruction of the Hela

PERHAPS the most romantic and impressive feature of the Great War was that it was waged with weapons such as had never in any previous struggle been employed by man. While aircraft hovered in the firmament above, strange new creatures like monstrous metal fishes haunted the depths of the sea. The conflict was no longer fought in space of two dimensions. A similar advantage to that which the Zeppelin and aeroplane obtained by climbing the sky was secured by the submarine, which could elude pursuit and observation by diving beneath the surface of the sea. The one type of war machine was above the level on which men had hitherto fought; the other type was below it. This may yet prove to have fundamentally altered the conditions of naval war.

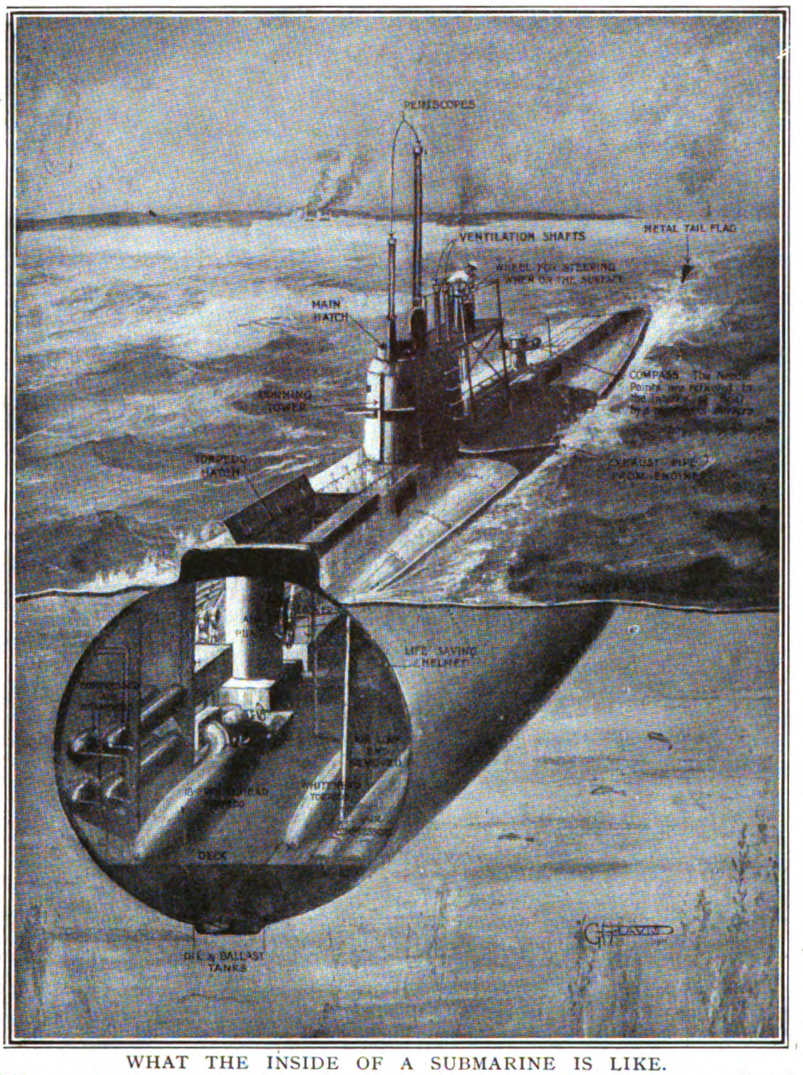
Before the great struggle there were many searchings of heart as to the exact rôle which submarines would play, and as to the effect which they would exert upon the battleship. In the British naval manœuvres of 1913 extraordinary results were achieved by the submarines. Firing dummy torpedoes with practice heads of soft copper, they again and again got home; and, unless rumour was entirely at fault, accounted for half the battleships engaged. They were never seen; they offered no target; they stole up to their quarry and fired their bolt before their approach was known. The mantle of invisibility protected them, yet they themselves could see.



ADMIRAL H.S.H. PRINCE LOUIS OF BATTENBERG.
The First Sea Lord of the British Admiralty resigned his post on October 29th, 1914, in view of the delicacy of his position due to his German birth, and he was succeeded by Admiral Lord Fisher

None who witnessed the submarine attack, carried out at the naval inspection of 1912 before the House of Commons, but must have been impressed by this new arm of the sea. Four submarines assailed the battle-fleet. The hour of their attack was known, and the quarter from which it would be delivered. Yet, in the case of the first two boats, all that the spectators saw was two streaks of spray which moved swiftly

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WHAT THE INSIDE OF A SUBMARINE IS LIKE.

This graphic representation shows the interior of a modern submarine, with its oil and ballast tanks, the deck tanks for compressed air, two 18 in. Whitehead torpedoes, compressed air chambers, and air pump. Above the water-line are the two periscopes, the wonderful "eyes" of the submarine, by which she obtains a reflected view of the surface surroundings.

along the surface. As the streaks approached it could be made out that each was caused by two brass tubes—the periscopes, or twin eyes, of the underwater craft, which each boat had thrust above the ripple. One of the two boats fouled a yacht which had passed across the line of approach, and her periscopes were sharply bent, so that she rose, and was put out of action. The other passed in on the line, fired her missile at the Neptune, and then came up like a mighty whale to take her breath.

The second pair of submarines never disclosed their presence. Not a glimpse of their periscopes was obtained; no track of spray betrayed their approach. Only when they suddenly appeared above the water with their grey, dripping hulls abreast of the flagships, the targets of their assault, was it realised that their attack had been made with success. The devilish nature of their onset lay in its stealth. They had marked down their quarry from a distance, taken the bearings, and steered in unseen.

The qualities which they had disclosed in manœuvres and reviews were now to be tested in action. On the very eve of war Admiral Sir Percy Scott startled the naval world by his declaration that "the introduction of the vessels that swim under water has, in my opinion, entirely done away with the utility of the ships that swim on the top of the water." He believed that the surface ship was doomed, and that the submarine, aided by airships and seaplanes, was the fighting vessel of the future.

A tremendous hubbub was caused by his pronouncement, which was the more remarkable because he was the "father of modern naval gunnery," the officer to whose efforts above all others the deadly shooting of the modern Dreadnought and the development of the monster ship were due. Other thinkers pointed out that whereas surface ships can meet and defeat surface ships, there was no known means of coping with an enemy's submarines. Submarine could not fight hostile submarine, because each was invisible to the other.

More cautious was the conclusion of the famous German naval annual, "Nauticus," in its 1914 issue. "The submarine will force the decisive battle further out on the high seas, where only the large, seaworthy, and battleworthy ships are of any value." In the answer to the question whether the submarine can become large enough to be seaworthy and battleworthy in any ocean at any distance from a base or parent ship upon the surface lies the whole future of war at sea.

Weak points of large submarines

The larger modern submarines had certain points of weakness to which naval officers were not blind. The bigger the submarine, the greater the difficulty of evolutions when she is submerged, the greater the draught of water which she requires. Large size may prevent her from navigating shallows or performing what may be an essential manœuvre—namely, passing under the keel of a ship at anchor in a roadstead in order the better to deliver an attack. The greater the boat, too, the greater is the difficulty of securing invisibility. A large submarine only a few feet below the surface causes a considerable wash; yet the large submarine, acting on the offensive, must run at

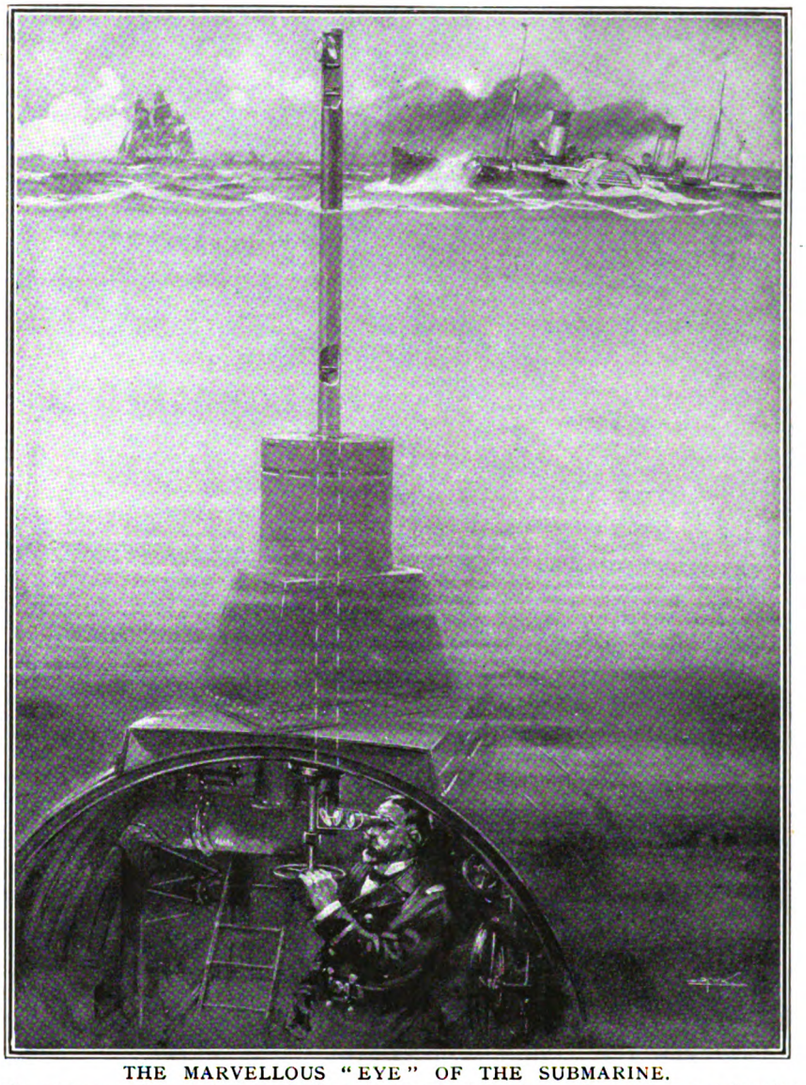
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shallow immersion frequently if she is to know where her enemy is.

The submarine can only attack effectively at short range. The limit of vision with the periscope is low—not more than two miles in some cases If we foreshadow an increase of that effective range of vision up to even four miles or 7,000 yards, the submarine is still handicapped. To cover that distance a torpedo takes about four minutes and a half. If the target is stationary, the torpedo may hit, but if the target is moving, the margin of error in the aim of the torpedo is so great that the chances of a hit are infinitesimal. Sir Reginald Custance has calculated that the number of hits recorded by torpedoes fired at moving ships during the Russo-Japanese War was five out of two hundred and fifty.

Six shells from a 13·5 in. gun can be fired while one torpedo is travelling a distance of seven thousand yards, with only a small margin of error in the aim. Until, therefore, the armament of the underwater ship is equivalent in accuracy and power to that of the battleship it cannot be certain of gaining the superiority.

The practical use of the submarine, then, would appear for the present to be confined to narrow limits. Within those limits it is a weapon of terrible power, and in the hands of exceptional officers can no doubt be made to perform very remarkable feats; but whether it can ever attain and hold the mastery of the sea is as doubtful now as it was when Lord St. Vincent described its predecessor, the Nautilus, as a gimcrack.



THE MARVELLOUS "EYE" OF THE SUBMARINE.
The periscope of the submarine is the tube that projects above the waves and enables its officers to see what is happening on the surface above them. Observation may be made by binoculars, as seen here, or the scene above may be thrown by reflection on a horizontal table and studied by several people at one time.

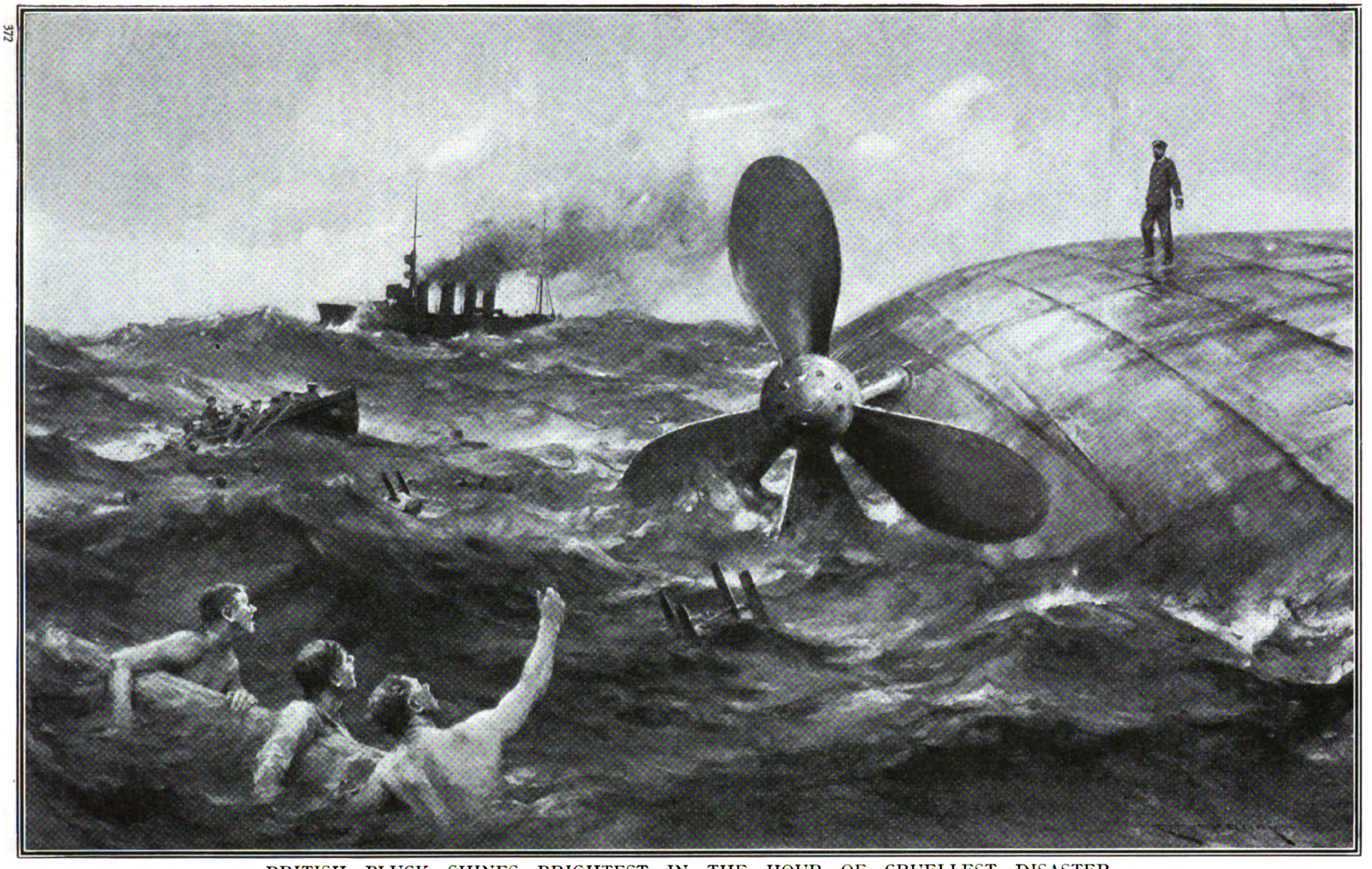
The first two months of the war proved its value for three distinct purposes—the prevention of a close blockade or bombardment of ports by a hostile fleet; the attack on vessels stationary or moving at low speed in narrow waters, such as those of the North Sea; and scouting along an enemy's coast, where the submarine could, in comparative security, play the part of sentinel.

In very clear weather and water, at shallow depths, and when the surface of the sea is calm, the presence of submarines may be detected from aircraft, which can look down into the depths. But actual experiments have shown that aircraft are no sure protection against the approach of the submerged craft, though during the British naval manœuvres of 1913 boats under water were several times discovered from seaplanes. Another method of ascertaining their approach is by microphones, fitted in the surface ship, by which the vibration produced by the submarine's screws becomes audible.

Detecting submarines by aircraft

The outbreak of war found Germany, on the whole, in a favourable position so far as concerned submarines. For five years before the great conflict she had annually expended on submarine construction almost exactly the same amount as her rival Great Britain. Though all the details of the German boats were held religiously secret, it is believed that in modern types Germany was almost equal to Great Britain. Of these each Power possessed, according to published estimates, some twenty-five ready for sea. In older boats Great Britain had an immense advantage—some forty-five boats against ten or twelve German craft. Fortunately the British weakness in the

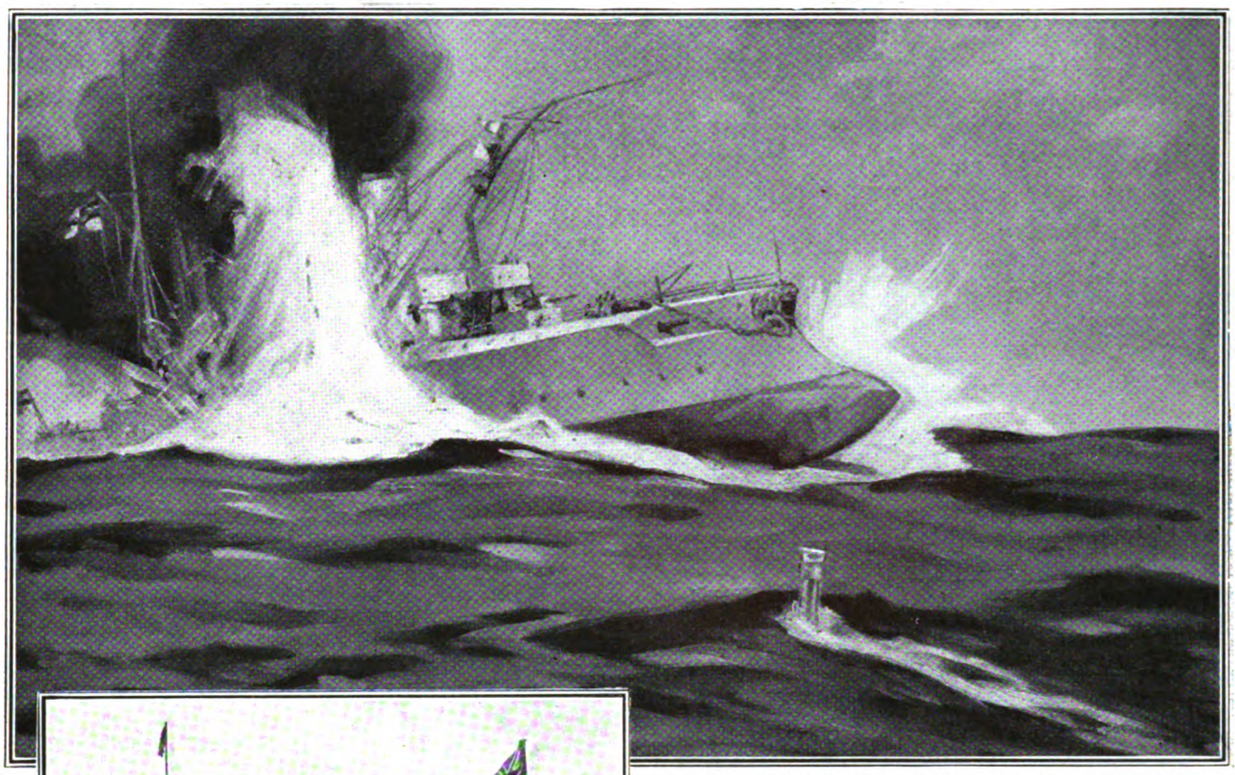
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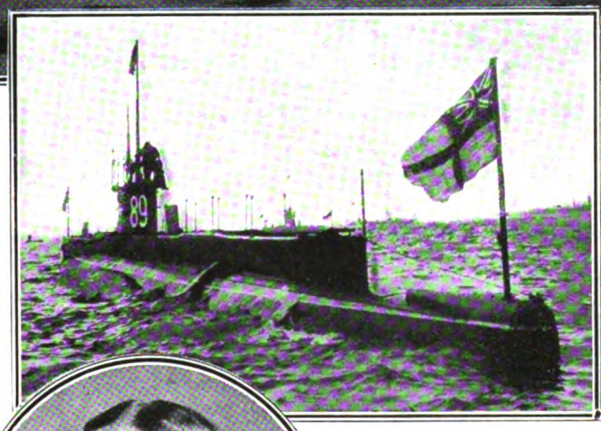


BRITISH PLUCK SHINES BRIGHTEST IN THE HOUR OF CRUELLEST DISASTER.

On September 22nd, 1914, the German submarine U9 carried out a notable naval exploit off the coast of Holland. Three old British cruisers of the Cressy class—the Cressy, Aboukir, and Hogue—all 12,000-ton ships, were torpedoed one after another. First the Aboukir was successfully attacked, and as she sank the Cressy and the Hogue attempted to save the crew of their sinking sister ship. They in turn were attacked and sunk. As the Cressy turned over before plunging to the bottom, the men of her crew, swimming and floating in the water, saw her commander, Captain Robert W. Johnson, standing on the fast sinking hull. Then someone shouted "Give him a cheer," and at once there rose from the waves a ringing chorus of acclamation. When it was obvious that the vessel could not be saved, tables, chairs, and anything else that would float were thrown overboard, and afterwards these floating objects enabled many of the crew to keep afloat until they were rescued.

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THE TORPEDOING OF A GERMAN CRUISER.

The Hela was an old German cruiser of 2,000 tons displacement, and the British submarine E9, captained by Lieutenant-Commander Max Kennedy Horton, sent her to the bottom on September 13th, 1914, about a week after the German success that lost us the Pathfinder. Two torpedoes were discharged at the Hela within fifteen seconds of each other. The scene above depicts the incident. The picture on the left is the E9, and the portrait is that of her gallant commander.

newer types was remedied by the great strength of the French Navy, which had sixty submarines ready for sea, fifty being of good size, including two boats perhaps the most powerful in existence. France, indeed, took the lead in submarine construction. Not until 1900 were the first submarines ordered for the British Navy, and then mainly for experimental purposes. But after this new type of war-vessel had once been introduced it was rapidly developed. A clear idea of the progress in fourteen years may be gathered from a comparison between the first British submarine and one of the E class, placed in commission at the beginning of 1914.

Submarine No. 1 was only 63½ feet long; the boats of E class are 176 feet long—nearly three times as large. They carry a crew of twenty-eight hands, as compared with the little group of seven who risked their lives in our earliest attempts at underwater navigation. Whereas in 1901 our submarines could only travel at a speed of eight knots on the surface, those finished just before the Great War broke out travelled sixteen or seventeen knots.

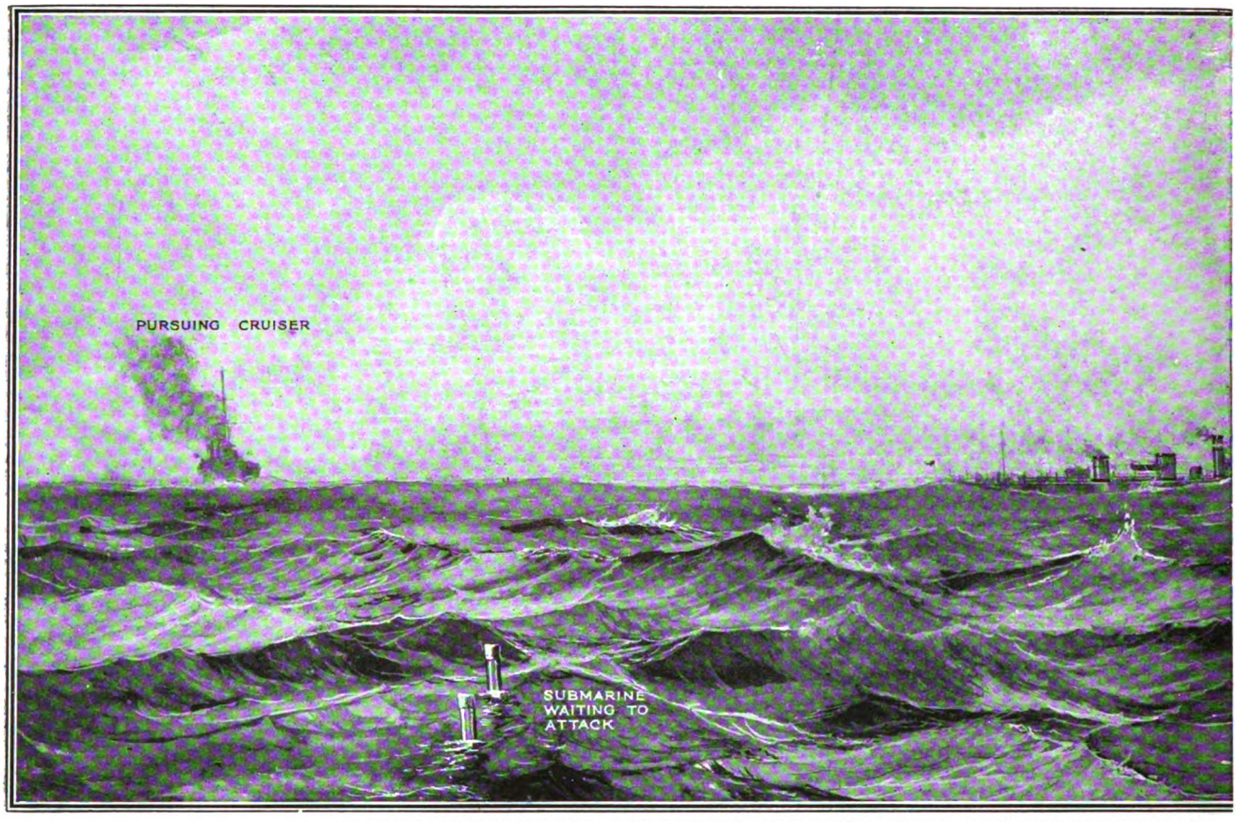
Increase of submarine effectiveness

The offensive power of the submarine has increased in an extraordinary degree. One torpedo-tube firing an 18 in. torpedo was all that was fitted in the earliest type. The E class—the latest British submarines in service when Germany challenged the world—were fitted with four torpedo-tubes firing 21 in. torpedoes of vastly greater strength, range, and accuracy.

Our first submarines were driven by four-cylinder petrol engines on the surface, and by a 70 horse-power electric motor when submerged. They dived by admitting water ballast until the conning-tower alone was above water, when the submarine was steered downwards by horizontal rudders to any required depth. This principle still applies, but is supplemented by numerous safeguards which experience has shown to be necessary. In early submarines, for example, the movements of the crew when the boat was submerged tended to throw her off an even keel, and a man moving forward would depress her bows and make her dive thirty-six feet in one minute.

Admiral R. H. S. Bacon, who was the first British officer in charge of submarines, speedily realised from the

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DECOY TORPEDO-BOAT DESTROYERS FLEEING FROM A HOSTILE CRUISER IN—
A torpedo cannot be aimed independently of the direction of the craft from which it is fired—the submarine must be manœuvred so as to bring the torpedo-tube in line with the object to be attacked. Thus it is a part of naval strategy to induce the enemy ships to steer athwart the line

experiments with our early craft that no small submarine would ever be a trustworthy fighting machine. It is impossible to get men to work under normal conditions in abnormally confined spaces, and a man not under normal conditions is apt to be flurried and unsteady. This, it may be said, is psychology rather than naval architecture; but no naval constructor can afford to overlook the human element. He can reduce warship design to an algebraical formula, but the x which represents the men in that warship he can never resolve. The human factor can only be guessed at, and it was the insight of Admiral Bacon that led to the great increase in the size of British submarines. To become war-worthy they had to become habitable.

Comfort in latest submarines

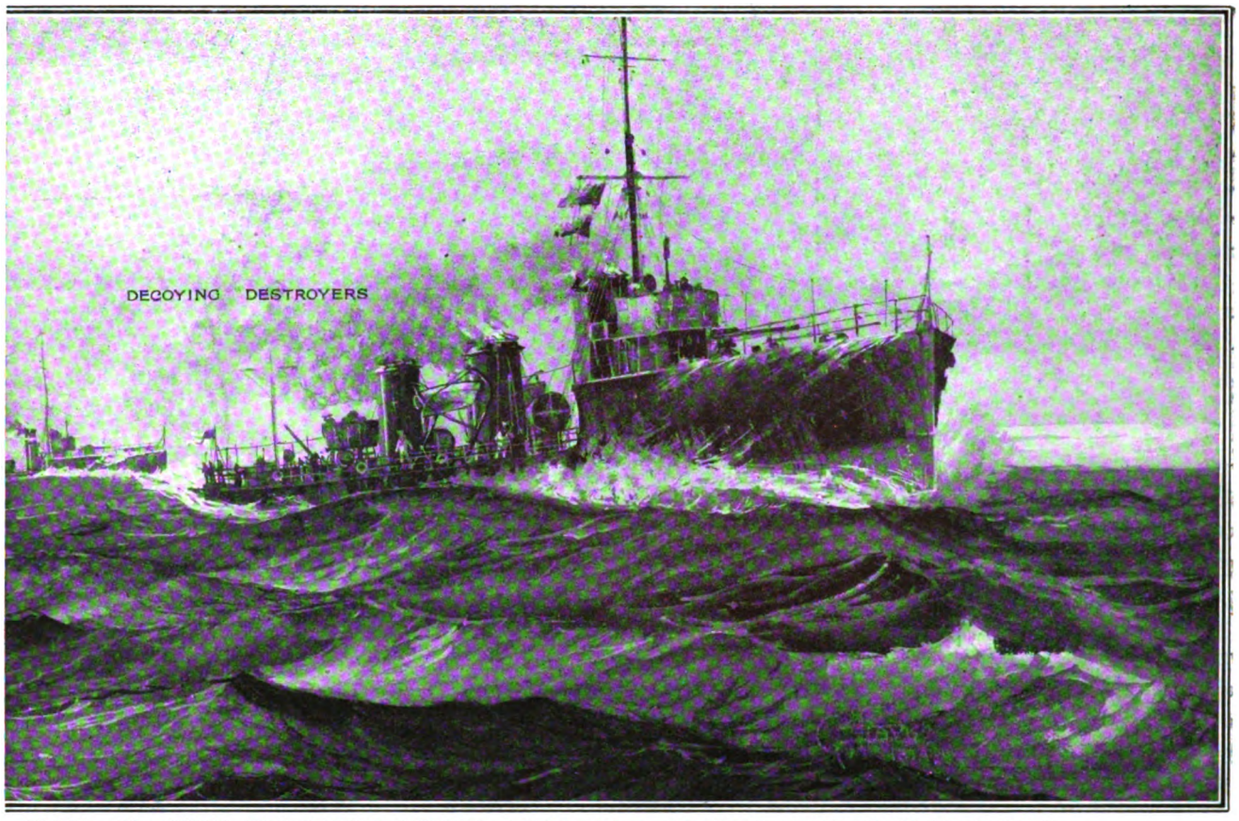
There is plenty of room to move about comfortably in the latest submarines; there is not that feeling of cramped, boxed-up imprisonment that all men experienced in the earlier types. The crew, in fact, when the vessel is on the surface, live as normal a life as the crew of a torpedo-boat destroyer, and have plenty of deck space on the top of the boat on which to move about as well as down below. On the surface the oil-engines make a fearful din; below water, when the electric motors are running, there is comparative silence.

Even when running submerged there is little discomfort, except from the smell of oil and a certain "stuffiness." A submarine of the E type can stay at sea five days without ever touching a port. The earliest submarines could not even stay under water more than five hours. The latest can remain below seventy-two hours. Consider what this change means in the human conditions, apart altogether from the mechanical and technical developments. It means that there must be stores of food carried and some method of providing meals on board. Cooking is effected by an electric stove in a small galley. It means that there must be space for the men to sling their hammocks and sleep, to wash and to eat their meals. Officers' quarters and petty-officers' quarters must be provided, and, as a small instance of what has been done, it may be mentioned that in the captain's quarters there is a kneehole desk at which he can write.

These are all points which make no show in the statement that the latest submarines are 110 feet longer and of 600 tons more displacement than the first that we built; but they are all points which go to increase the fighting capacity of the ship, because they strengthen the morale of the men on board.

Great improvements, too, have been made in the supply of air. When running on the surface the submarine takes in natural air, but under water the atmosphere cannot be renewed except artificially. Many plans have been suggested for the replacement of vitiated air, among them the chemical purification of the air actually in the submarine. But the use of compressed air from compartments, in which it is stored at some thousands of pounds

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—ORDER TO BRING THE LATTER WITHIN RANGE OF A WAITING SUBMARINE'S TORPEDOES.
of fire of the lurking danger of the deadly submarine, and the diagrammatic picture above makes plain such a decoy manœuvre. The two tiny periscopes projecting from the water near the left are the only visible evidence of the presence of the submarine waiting for its prey.

pressure to the square inch, has been found the most efficacious, though the hull of a large boat contains enough air for about twenty-four hours.

Sight is the one faculty that is lacking in the submarine. When more than twelve feet below the surface she is absolutely blind. The earliest instruments which gave some sort of vision to the seaman in a submerged vessel have been greatly improved in the past ten years. Two, or in some cases three, periscopes which reflect the surface of the water into the interior of the hull, are fitted; but they cannot be indefinitely lengthened, and once the top of the periscope is under water all view of the outside world is lost.

The first periscope was a short tube, at the top of which was a reflecting prism, by which horizontal rays were projected downwards through the tube and brought to a focus opposite an eyepiece, to which the man in the submarine had to keep his eye fixed. The telescopic principle enabled the length of the periscope to be increased and, by an adaptation of the old camera obscura, the reflected picture of the surface was thrown on a piece of paper laid flat in front of the steering-wheel. That system has now been further developed, so that the view of the surface is reflected into a darkened chamber which can be seen from many parts of the boat, and the officers can therefore move about as they would do in a surface ship, and still know where their vessel is in relation to objects above them.

Development of the periscope

Despite all improvements in the optical appliances, however, the task of the submarine pilot is not easy. "If anyone wants to appreciate some of its difficulties," Admiral Bacon has written, "let him sit down under a chart of the Channel suspended from the ceiling. Let him punch a hole through it and above the hole place a piece of looking-glass inclined at forty-five degrees. Let him further imagine his chair and glass moving sideways as the effect of the tide. Let him occasionally fill the room with steam to represent mist. Let him finally crumple the chart in ridges to represent the waves, and then try to carry out some of the manœuvres which look so simple when the chart is spread out on the table and looked down upon in the quiet solitude of a well-lit study." The wonder is that submarines can make hits at all in such unsatisfactory conditions.

Whatever technical developments have taken place are common to all navies, the German as well as the British. Germany, however, was late in beginning the construction of underwater craft.

Submarines are peculiarly exposed to dangers that surface craft avoid. Collision is one of the worst. This is a danger that even the skill and care of the officer in charge cannot avert, as has been shown in the cases of C11 sunk by a steamer off Cromer in 1909, and B2, sunk by a German liner in the Channel off Dover in 1912.

Petrol explosions have been another fruitful cause of disaster and loss of life, both in our own Service and in

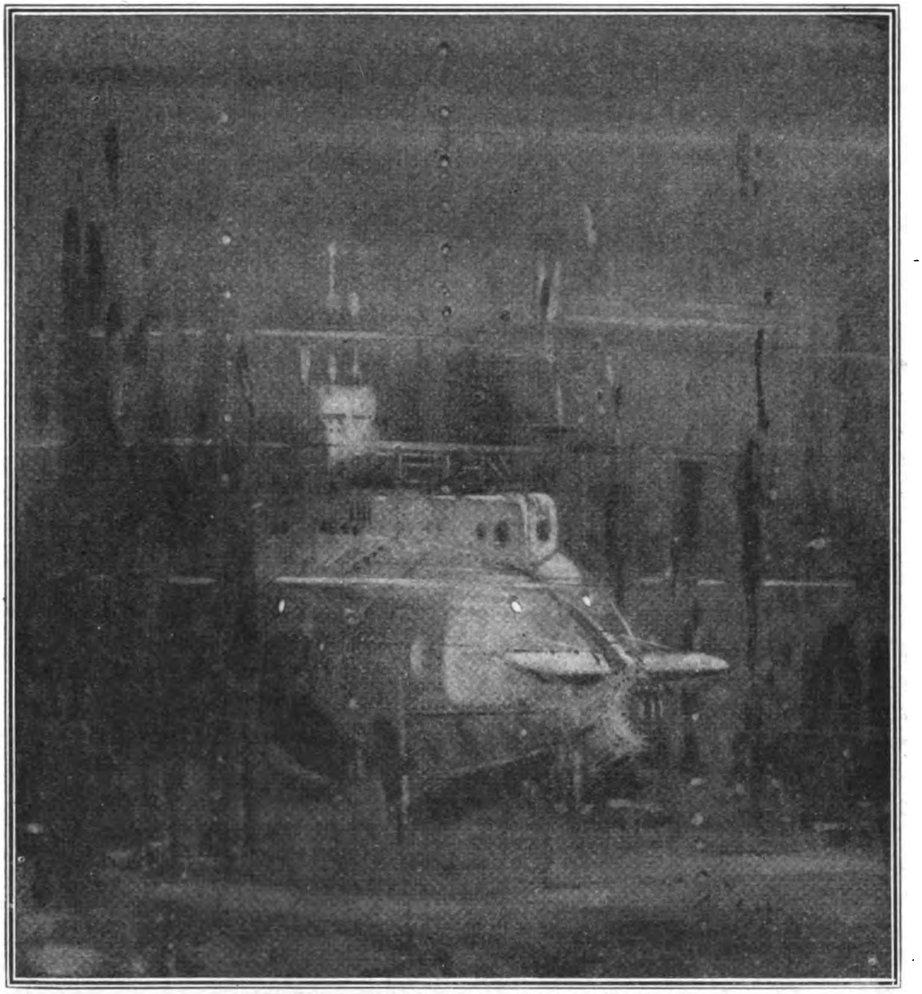
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foreign navies. With the adoption of engines using the heavier oil, which gives out no explosive vapour, this risk has now been eliminated from the most modern submarines. Yet another peril with the earlier boats was a sudden change in trim, such as led to the loss of A8 in June, 1905. She was running on the surface when she dived, and instantly sank. This, however, is a danger which the experience of officers in the handling of their craft, and of designers in the provision of safeguards, has very largely eliminated. The energy, skill, and forethought of those engaged in this difficult branch of naval work have achieved marvels.

Of the sensation of an officer in a submarine which has gone to the bottom and cannot be made to rise, there remains an extraordinary record in the letter left by Lieutenant-Commander Sakuma, of the Japanese submarine No. 6. While at exercise, about ten a.m. on April 15th, 1910, the boat submerged too quickly before the sluice-valve was closed. Water poured in and the valve jammed. The boat sank to the bottom with the after-part full, and its keel tilted at an angle of eleven degrees. The electric lights went out, but there was a dim light from the surface through the windows of the conning-tower. Efforts to pump the water out failed. At eleven-forty-five the commander wrote, "We are now soaked by the water that has made its way in. Our clothes are very wet and we feel cold." At twelve the pump could no longer be worked; the depth gauge indicated ten fathoms (60 ft.). There was no sign of chlorine—the poisonous gas which is given off when sea-water comes into contact with the acid in the accumulators—but the petrol fumes were overpowering.

Tragic tale of slow-death

The last entries in this touching document proceeded thus: "All the members of this crew have discharged their duties well, and I feel satisfied. I always expected death. I beg humbly to ask his Majesty this respectful request—that none of the families left by my subordinates shall suffer. Atmospheric pressure is increasing, and I feel as if my tympanum were breaking. Twelve-thirty p.m., respiration is extraordinarily difficult. I mean I am breathing petrol gas. I am intoxicated with petrol. Captain Nakano. It is twelve-forty o'clock."



A SUBMARINE RESTING ON THE OCEAN BED.
Storms may rage above, and the biggest battleship may pitch and roll on a high sea, while the little submarine may rest on the ocean bed, secure from surface danger, even if exposed to dangers of her own. The latest submarines can remain below water for seventy-two hours.

The hapless boat with her dead crew was recovered some days later, when this noble record of a brave man's last moments was recovered. Apparently the crew suffered little, for petrol gas kills comparatively painlessly.

Such accidents prove that serious risks attach to underwater work in time of peace, and that the ordinary dangers of navigation are multiplied many times for submarines. They show that a small mishap below the surface may well prove deadly to the boat and all on board her. The crew of a surface vessel has an opportunity of escape if bad weather, collision, or one of the chances of war leads to the loss of their ship. The crew of a submarine has no such opportunity.

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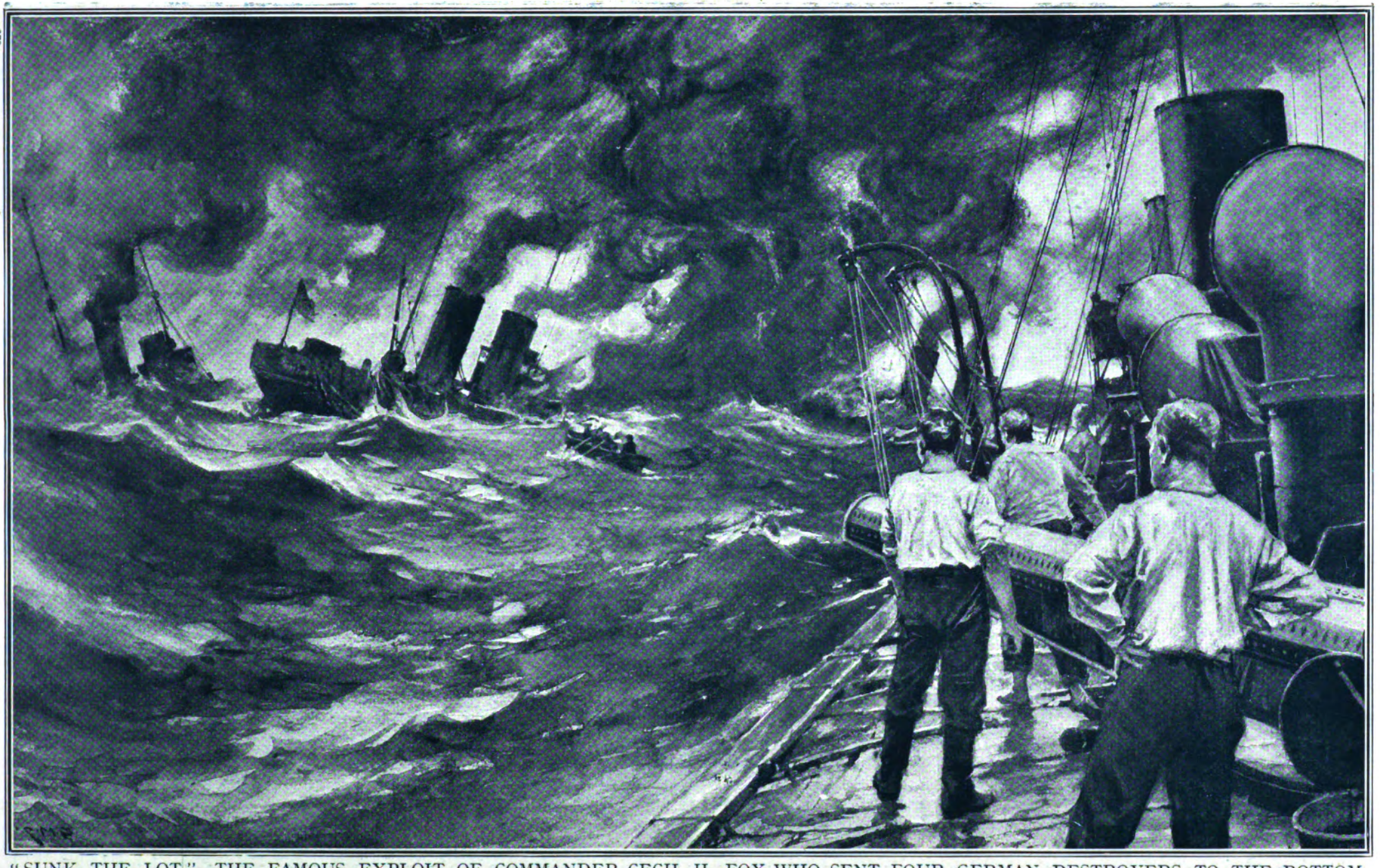


[Haines.

LORD FISHER OF KILVERSTONE, G.C.B., G.C.V.O., O.M.

John Arbuthnot Fisher was born in 1841, entered the Navy thirteen years later, and at thirty-three commanded the Inflexible, then regarded as the crack ship of the British navy. He served in the Crimean, China, and Egyptian Wars, and, passing through many high naval commands, became First Sea Lord of the Admiralty in 1904. This post he resigned in 1910, but assumed again when Prince Louis of Battenberg resigned on October 30th, 1914. He was a delegate to the Peace Conference at The Hague in 1899, but his idea of naval warfare belongs to the Nelson school. "The essence of war is violence" he once said. "Hit first, hit hard, and hit anywhere."

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"SUNK THE LOT"—THE FAMOUS EXPLOIT OF COMMANDER CECIL H. FOX WHO SENT FOUR GERMAN DESTROYERS TO THE BOTTOM.

On October 17th, 1914, the British cruiser Undaunted, attended by her destroyer flotilla—the Lance, Legion, Lennox, and Loyal—came in sight of four German destroyers. Commander C. H. Fox, of the Undaunted, and formerly of the ill-fated Amphion, proceeded to round them up, and sent to the main Fleet a wireless message, "Am pursuing four German destroyers." About an hour and a half later he followed it up by a second message, even more laconic than the first. It read: "Sunk the lot." Both seamanship and marksmanship contributed to this result. By the handling of his ships Commander Fox cut off the German boats from the possibility of running to the safety of a German harbour. Then marksmanship had play. The Loyal shot away a funnel and the wheel of one of the German ships, and the other British boats battered the remainder. In a little over an hour the battle was over, the four German destroyers were sunk, and their thirty-one survivors were safely on board British ships.

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GERMAN SUBMARINE RAMMED BY THE BRITISH DESTROYER BADGER OFF THE BELGIAN COAST.

On October 24th, 1914, when the great Battle of the Coast was raging between Nieuport and Ypres, and when the British warships were shelling the German positions, German submarines, which had evaded the British mine-field north and west of Ostend, made many daring attempts to get home torpedo attacks, which were successfully foiled by the presence of several British protecting destroyers. During these attempts the British destroyer Badger, under Commander Charles A. Fremantle, had the good fortune to see a German submarine come to the surface near the spot where she was patrolling. Promptly the Badger was rushed at the enemy, and her foremost gun fired point-blank. The submarine was rammed and sank immediately, and although the Badger, with dented bows, steamed over the spot she saw only air bubbles coming to the surface from the enemy submarine which had made her last plunge into the depths, and was lost with all her crew.

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THE FIRST LORD WITH HIS TWO HIGHEST EXECUTIVE OFFICERS.

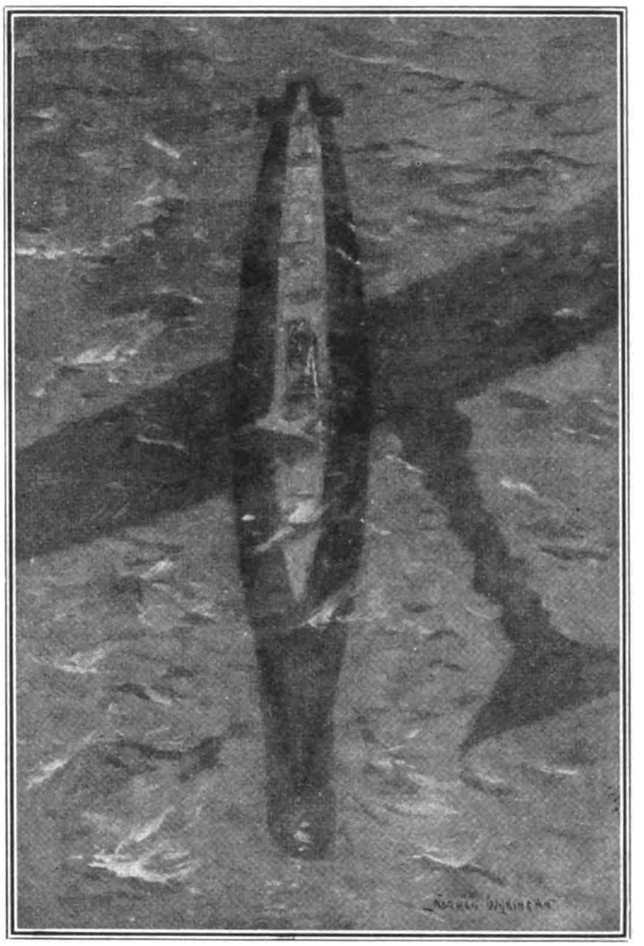
RIGHT HON. WINSTON CHURCHILL, became First Lord of the Admiralty in 1911, and soon showed the greatest practical interest in in his work. He went up in aeroplanes and down in submarines in order to get first-hand information. He was first elected to Parliament in 1900 as a Conservative, but in 1906 he was returned for North-West Manchester as a Liberal.

REAR-ADMIRAL CHARLES MADDEN, Chief of the Staff, was serving at the Admiralty at the outbreak of war. He entered the Navy in 1875, was in command of one of the earliest flotillas of torpedo-boat destroyers in the Mediterranean, became captain of the Dreadnought in 1907, and earned a high reputation.

ADMIRAL SIR JOHN JELLICOE was appointed Commander-in-Chief of the Home Fleets in place of Admiral Callaghan at the outbreak of war. He entered the Navy in 1872, took part in the Egyptian War, and commanded the Naval Brigade in China, 1898-1901. He commanded the Atlantic Fleet during 1910-11, and became Second Sea Lord in 1912.

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If the boat fails or is breached, she sinks like a stone and all on board perish. Safety appliances are indeed, carried in all new submarines, but rather for moral effect than for practical use. On no occasion as yet have they proved of any value in protecting life. When the Australian submarine AE1 met with an accident, in September, 1914, no one survived to tell the tale, though she was one of the latest and best boats in existence. On the other hand, the fact that the boat is below the water means that in war she is secure against attack by one of the most powerful weapons—the gun, and that her crew has not to face the nerve-racking effects of heavy shell fire from the monster weapons which cause such appalling destruction in surface ships. The additional risk which the submarine men run in peace is, in fact, compensated by a diminished risk in war; and the same feature has been marked in another of the new weapons, the aeroplane. The airman in peace is always face to face with peril; death sits beside him in his frail craft. But in war he is less exposed to the enemy's fire than the infantry or artillery officer on terra firma.



DETECTING A SUBMARINE BENEATH THE SEA.
Under favourable conditions, submarines are visible from a height—when invisible from the water level. Therefore, while they are often able to proceed on their deadly mission unobserved by warships, they cannot avoid detection by aircraft unless they keep well below the surface of the water, where progress is lessened relatively to the depth. Thus aeroplanes help to guard our Dreadnoughts from submarine attack. In the picture we see the shadow of an aeroplane that is hovering over a submarine which the observer has detected beneath the waves.

The submarine crews are handicapped against the surface ship in that their offensive power is strictly limited. The ship has many guns, each supplied with a hundred or more rounds of ammunition, and each round of 13·5 in. shell is capable of sinking a vessel if well used. The submarine has only her small stock of torpedoes—four, six, or, in some few boats, eight. These must be husbanded carefully, and no chances must be taken in expending them at long range. Again, the comparatively low speed of the submarine exposes her to serious dangers, if she can be located in shallow water or if her track can be followed—as is sometimes possible by bubbles on the surface. Destroyers with twice her speed can keep over her till at last she is forced to rise, from the want of air for her crew. She may also be assailed with mines, and she has great difficulty in eluding them because she lies so low in the water that they cannot easily be seen from her superstructure if she emerges.

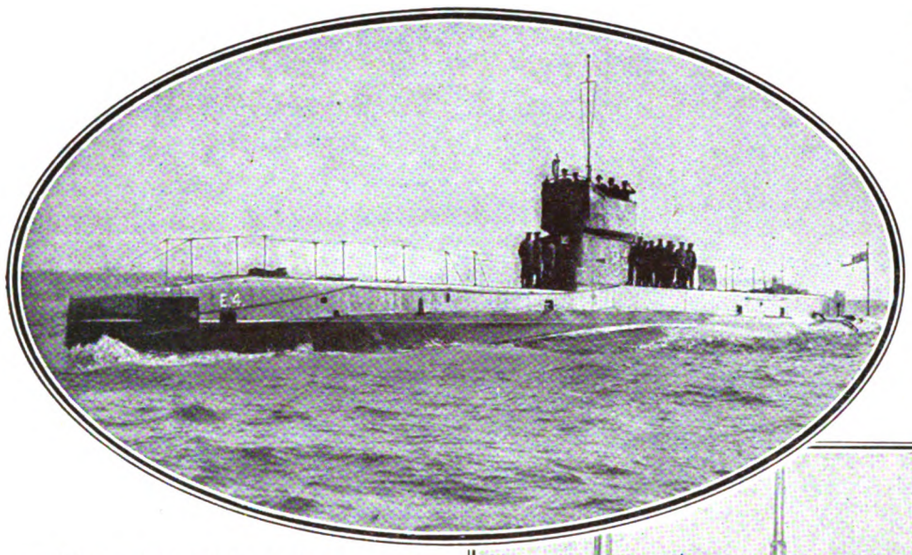
The mine danger for submarines

The submarine is exempt from one of the torments of surface ships. She neither rolls nor pitches if she is in open water and well away from the coast, and this is some compensation for the increased navigation risk which her crew encounter. But in the inshore work off Heligoland the crews of the submarines suffered greatly from the movements of the sea, even when deeply submerged. To manœuvre her the submarine requires two steersmen, one of whom handles the diving helm or wheel; the other the wheel for ordinary steering to right (starboard) or port (left). She uses either a magnetic compass let into the top of her periscope, or else, in the later models, a gyroscopic compass carried inside her hull.

The weapon of the submarine is the torpedo, without which she would be but a toy, and which has been developed and improved from an original invention of an Austrian naval officer, Captain Luppis, who was aided by an Englishman, Mr. Whitehead. To him the British Government in 1871 paid the sum of £15,000 for the secret and right to manufacture this torpedo, 14 ft. in length, 16 in. in diameter, and carrying a charge of 67 lb. of gun-cotton. It was able to travel 600 yards at a speed of 7·5 knots, but its course was decidedly erratic.

The British torpedo of to-day is 17 ft. in length, 21 in. in diameter, and usually carries a 330 lb. charge of an explosive which is an improvement on gun-cotton

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BRITISH SUBMARINE E4, WHICH CAME TO THE RESCUE OFF HELIGOLAND, AUGUST 28TH, 1914.

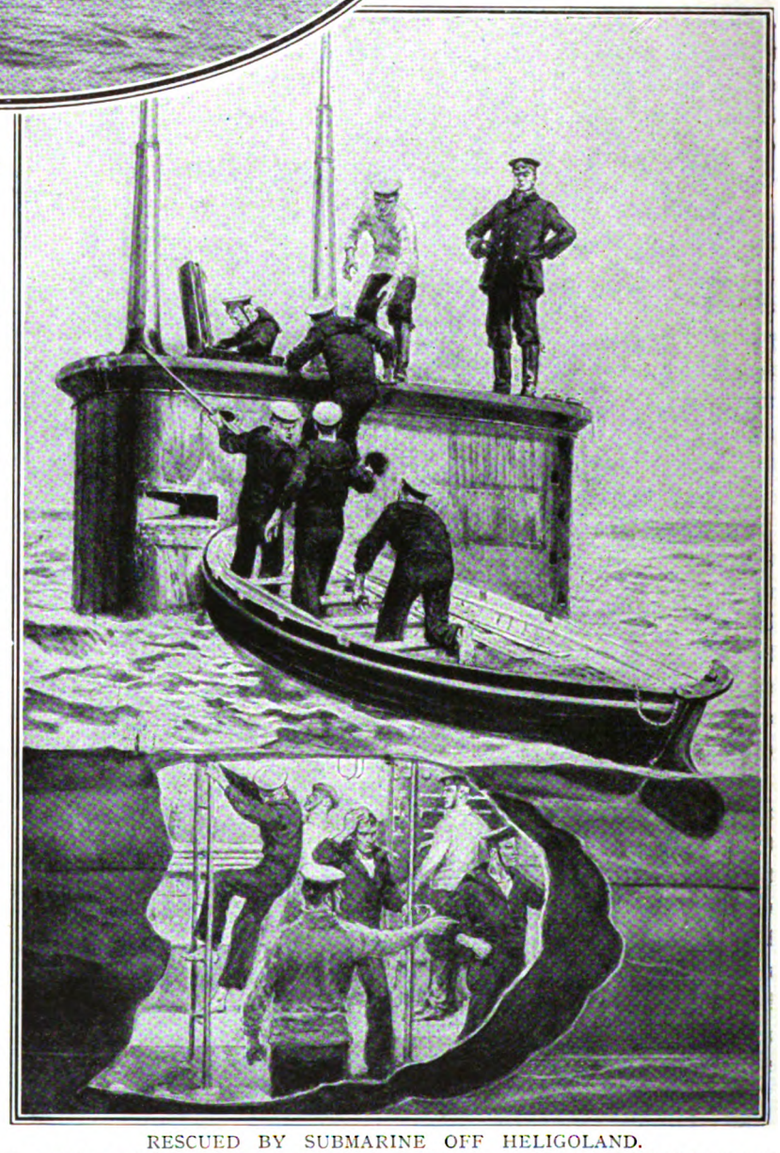
but is really a little ship in itself, propelled by its own engines in the water. Moreover, except in destroyers, it is nearly always discharged from a tube that is itself below the water-line of the ship and not from a tube on the deck. The submarine has not to come to the surface to fire a torpedo. Provided she has seen her target by means of the periscope and has taken her bearings to aim, she has no need to show herself at all while she fires.

In travelling through the water the torpedo may be deflected from its course. Many of the older naval officers of to-day can tell delightfully humorous stories of the early experiments with the "tin fish," as it was promptly dubbed, and even the modern torpedo lieutenant knows it for a treacherous and ungrateful animal. To take only one small point—the speed of the torpedo may be considerably affected by a change of a few degrees in the temperature of the water.

The oldest torpedoes used in the British Navy are 14 inches in diameter, have a range of 880 yards, and a charge of 77 lb. of guncotton in the head; the newest are 21 inches in diameter, have a range of 7,000 yards, and carry a charge of about 300 lb.

The torpedo consists of eight sections, which from head to tail may be briefly described thus: The pistol and detonator, the explosive charge, air chamber and is familiarly known to Navy men as T.N.T. (or trinitrotoluene, which is also used in the German Navy). The torpedo can travel at least 7,500 yards at a speed of 35 knots, and it holds its course, in a very high percentage of cases, with absolute accuracy.

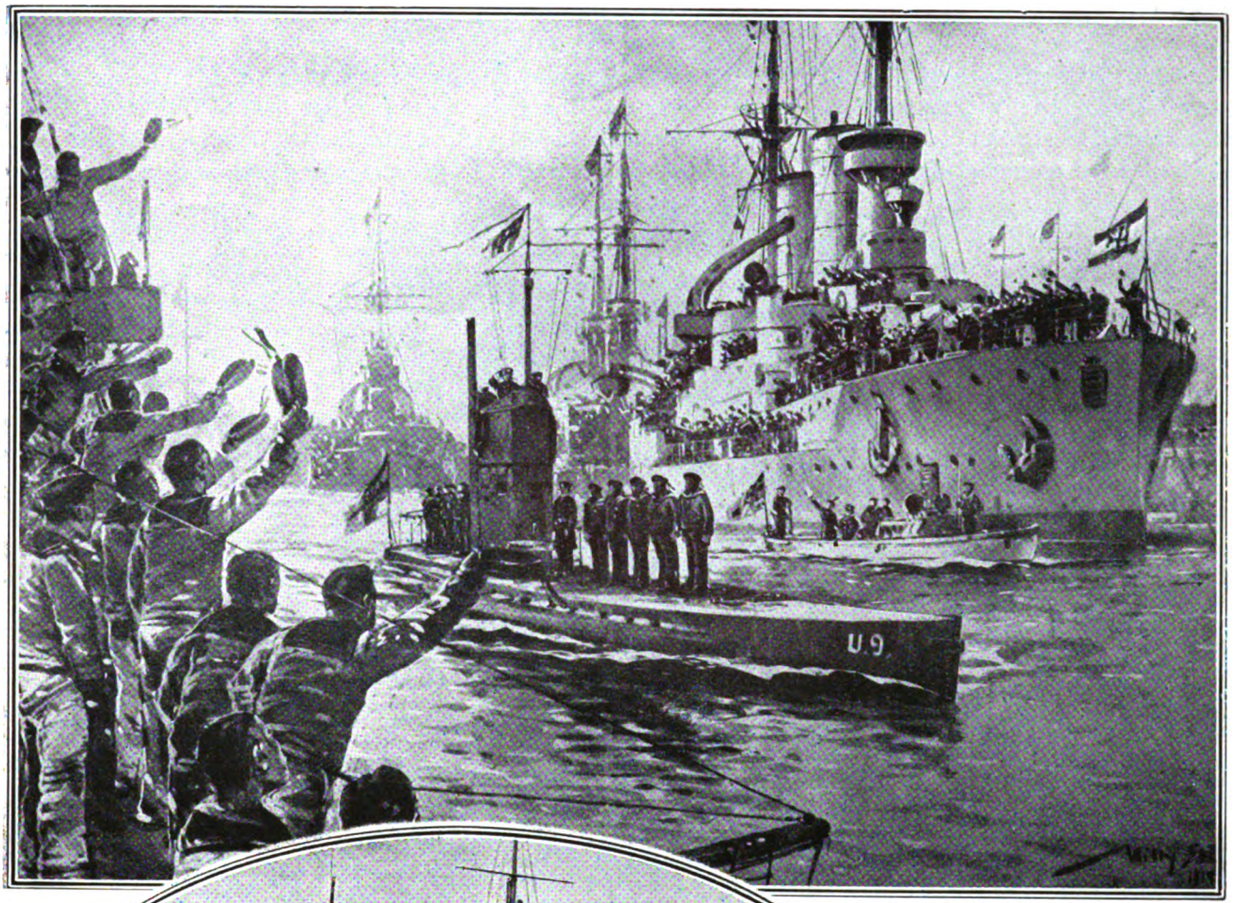
It is sometimes forgotten by the uninitiated that the torpedo is not a projectile,



RESCUED BY SUBMARINE OFF HELIGOLAND.

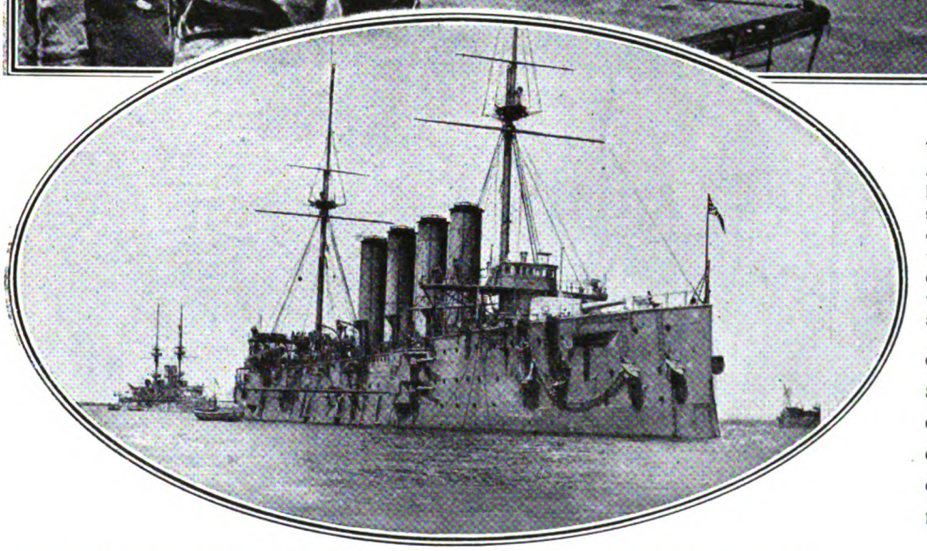
One of the most dramatic happenings in naval history occurred after the first important naval engagement of the war, which took place off Heligoland, on August 28th, 1914. The Defender, having sunk an enemy, lowered a whaler to pick up her swimming survivors. An enemy cruiser came up and chased away the Defender, who was forced to abandon her whaler. The men were left in an open boat, twenty-five miles from the nearest land, and that land an enemy's fortress, with nothing but fog and foes around them. Suddenly, there was a swirl alongside, and up popped submarine E4. It opened its conning-tower, took the sailors aboard, dived, and carried them two hundred and fifty miles home to Britain. The incident reads more like a chapter from Jules Verne than an actual fact.

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CHEERING THE GERMAN SUBMARINE U9.

The German submarine U9 received an enthusiastic ovation in Wilhelmshaven on September 23rd, after sinking three British cruisers. The officers and men lined up on their vessel and were vociferiously cheered by the crews of the German warships. The scene is pictured above by a well-known German artist



H.M.S. ABOUKIR, SUNK WITH TWO SISTER CRUISERS ON SEPTEMBER 22ND, 1914.

H.M.S. Aboukir, which, with her two sister ships Cressy and Hogue, was torpedoed and sunk by the German submarine U9 in the North Sea on September 22nd. The cruisers were of a comparatively old type, built in 1900. They were of 12,000 tons, 18 knots speed, and carried two 9·2 in. and twelve 6 in. guns each. Except for the loss of life—nearly sixty officers and 1,400 men—the loss of the cruisers was officially stated by the Admiralty to be of small naval significance. Although they were large and powerful ships, they belonged to a class of cruisers whose speeds had been surpassed by many of the enemy's battleships, and before the war it had been decided to spend no more money repairing them.

containing the compressed-air motive power, balance chamber (in which are the controls of the rudders), engines, buoyancy chamber, rudders, and propellers.

The pistol is a small steel rod which is driven in against the detonator when the torpedo comes into contact with a ship's side. In the latest torpedoes it is believed that this detonator consists primarily of lead azide, which is absolutely insensitive to damp and has other advantages over tetryl, which was at first used to give greater force to the fulminate of mercury cap that actually detonates the charge.

The explosive charge, which was formerly trinitro-cellulose (or gun-cotton), is now generally trinitrotoluene—the T.N.T. referred to above. This explosive is a rival of picric acid (of which lyddite is a form) and is derived from nitric acid and toluene, which is one of the benzine series. It is remarkably insensitive to shock or friction, and can be sawn through or fired on at short range by rifle bullets and will not detonate. But when it has been fired by a powerful detonator the force of its explosion is far greater than that of gun-cotton.

In the air chamber of the torpedo is the supply of compressed air which works the propelling engines and

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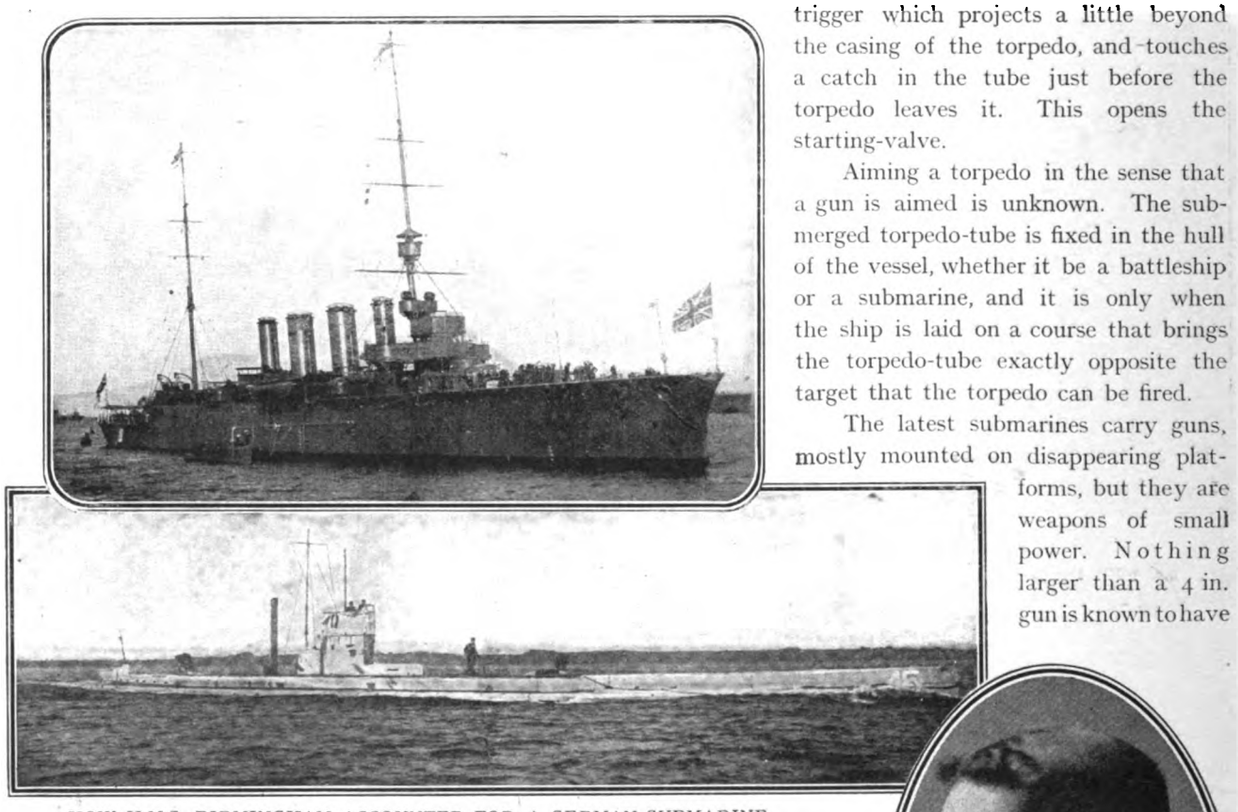
the motor that controls the diving rudders. The balance chamber contains what is practically the steering-wheel of the torpedo, but it acts automatically under the guidance of a gyroscope, controlling the rudders that maintain the torpedo on a straight course. The buoyancy chamber gives the necessary floatability to the torpedo.

Such is an outline of the torpedo's mechanism. Improvements in the design of these weapons are secrets most jealously guarded by the Admiralties of the various Powers. Germany long ago abandoned the practice of buying hers from private firms, preferring to make them in her own Government works, close to a suitable expanse of water where they could be tested in absolute secrecy.

The discharge of the torpedo from its tube is effected by compressed air or by the explosion in the tube of a few ounces of powder, usually cordite. Since the torpedo propels itself through the water, it does not need a high initial velocity as a shell from a gun does. The engines of the torpedo's propellers are started by a trigger which projects a little beyond the casing of the torpedo, and touches a catch in the tube just before the torpedo leaves it. This opens the starting-valve.

Aiming a torpedo in the sense that a gun is aimed is unknown. The submerged torpedo-tube is fixed in the hull of the vessel, whether it be a battleship or a submarine, and it is only when the ship is laid on a course that brings the torpedo-tube exactly opposite the target that the torpedo can be fired.

The latest submarines carry guns, mostly mounted on disappearing platforms, but they are weapons of small power. Nothing larger than a 4 in. gun is known to have been mounted in any underwater craft, while the later German submarines are equipped with 14-pounder and 1-pounder pieces. The latter are of a curious type, fixed to the upper deck, and do not need to be taken inside when the vessel is running submerged, as sea water does not harm them.



HOW H.M.S. BIRMINGHAM ACCOUNTED FOR A GERMAN SUBMARINE.

The upper photograph shows the British light cruiser Birmingham, which, under Captain A. A. M. Duff, was patrolling the North Sea on August 9th, 1914, when a seaman on watch saw the periscope of a German submarine, the U15. Shots were fired and the Birmingham was rushed full speed at the enemy, tearing her sides open and sinking her with the entire crew. The lower picture is the U15. The portrait is that of Rear-Admiral A. G. H. W. Moore, one of the gallant commanders who distinguished themselves in the naval victory off Heligoland, on Aug. 28th, 1914.



Guns mounted on submarines

The submarine's guns are generally so fitted that they can be used against aircraft. The British 3 in. gun of this type fires a shell of twelve pounds at the rate of twenty-five rounds per minute. The mounting allows the gun to fire at all angles, from several degrees of depression, by which a hostile submarine could be attacked, up to eighty degrees of elevation, which would allow of attack on aircraft almost directly overhead.

With the declaration of war the strenuous and perilous work of the British submarines on the enemy's coast began. Three hours after the declaration of war, in the small hours of the morning of August 5th, submarines E6 (Lieutenant-Commander Cecil P. Talbot) and E8 (Lieutenant-Commander Francis H. H. Goodhart) left Harwich to reconnoitre the German positions in the Bight of Heligoland. They proceeded into German waters, examined the mine defences there and the German ships which were then lying off Heligoland, and, in

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A GROUP OF OUR HEROES IN THE WAR BY SEA.



Com. Cecil P. Talbot, submarine E6, made daring reconnaissance in Heligoland Bight.



Commander Charles A. Fremantle, captained H.M.S. Badger, and rammed a German submarine on October 24th, 1914.



Rear-Admiral The Hon. Horace Hood commanded British ships that shelled the German positions from the sea in Oct., 1914.



Lieut.-Com. Francis H. H. Goodhart, who distinguished himself in Heligoland Bight, and was specially commended in reports.



Lieut.-Com. George F. Cholmley commanded submarine E3, sunk by the Germans on October 18th, 1914.



Capt. Harold Christian, commanding the light cruiser Brilliant in bombardment of German lines in the Battle of the Coast.



Commander Cecil H. Fox, of H.M.S. Undaunted, who sunk four German destroyers in engagement on October 17th, 1914.



Lieut. Charles R. Peploe, awarded Distinguished Service Cross in Oct., 1914, commanded H.M.S. Laurel after his commander was wounded.



Lieut. F. A. P. Williams-Freeman, awarded the D.S.O. in October, 1914, for services in Heligoland Bight.



Lieut. Henry E. Horan, awarded the Distinguished Service Cross in October, 1914, for his share in Heligoland victory.



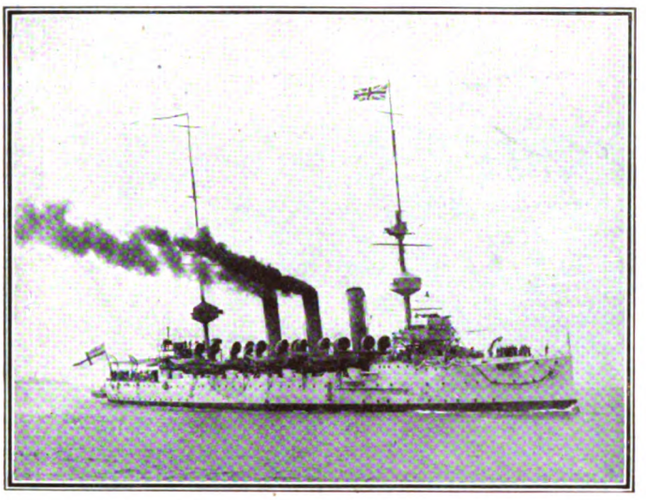
Captain William F. Blunt, of H.M.S. Fearless, awarded D.S.O. for services in Heligoland Bight on August 27th, 1914.



Squadron Commander Spenser D. A. Grey, of the Naval Flying Corps, awarded the D.S.O. for his air-raid on Cologne.

Photos by Russell & Sons and Heath.

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ANOTHER VICTIM OF THE GERMAN SUBMARINE.
The old 5,600-ton light cruiser Hermes, a sister ship of the more famous Highflyer, was used as a seaplane-carrying vessel, and was torpedoed by a German submarine in the Straits of Dover as she was returning from Dunkirk on October 30th, 1914.

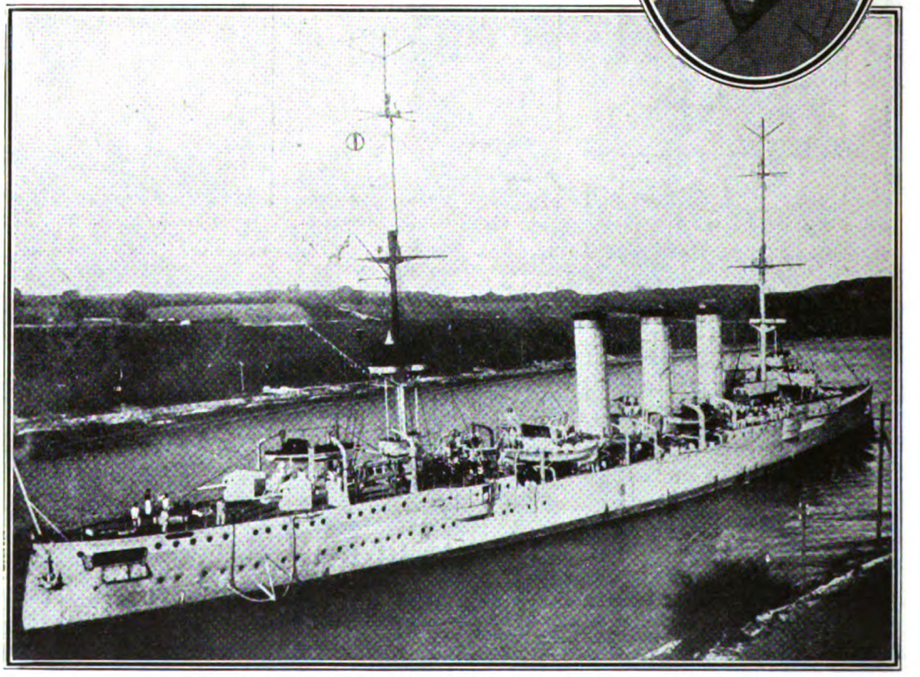
the words of Commodore Keyes, who commanded the British submarine flotillas, "returned with useful information and had the privilege of being the pioneers on a service which is attended with some risk."

Failure attended the first recorded attack by submarines in the course of the Great War, on Sunday, August 9th. That failure was due to the watchfulness of the men in the British Fleet. Nothing but the thin tube of the periscope rising slightly from the swirling grey waters of the North Sea betrayed the presence of the foe. An able-seaman on watch in the light cruiser Birmingham saw it.

The Birmingham, Captain A. A. M. Duff, was patrolling the seas about one hundred and sixty miles from the German coast, in company with other ships of the First Light Cruiser Squadron. She is a vessel of 5,400 tons, and twenty-five and a half knots, carrying a powerful battery of nine 6 in. guns (firing shells of one hundred pound weight at the rate of nine or ten a minute with skilled gunners). The officer of the watch in the Birmingham changed her course at once, so as to present the bows of his ship to the submarine, in which position the Birmingham offered the smallest possible target. The guns' crews had been standing by their guns all night, and quickly found the range. The bugle sounded, and every man in the ship rushed to his station, officers dashing up on deck from their cabins in pyjamas. Shells splashed all round the point in the sea where the periscope had been observed. It was not gun fire, however, that sank her. The Birmingham's engines were put full speed ahead, and the cruiser tore down on the doomed enemy. Her bows ripped open the thin steel sides as a paper-knife cuts the leaves of a book. There was no chance of saving any of the crew; the submarine simply filled and sank at once. An officer of the Birmingham, in a letter home, said that he saw a light switched on in the conning-tower, and the head of a lieutenant showed for a moment just as a shell hit the tower and blew it and him to fragments. The number of the submarine—U15—was also seen. And then it was all over. The vessel sank like a stone, carrying with her twenty-three officers and men to the depths.

It is not definitely known whether U15 discharged any torpedoes or not. It is extremely probable that she did, but that they failed to find their mark. According to report, one torpedo fired by her only missed a British battleship by a few feet.





THE GERMAN SCOURGE OF THE INDIAN OCEAN—THE EMDEN.
Even the enemies of Germany could not refuse to admire the many successful attacks by the small German cruiser Emden in harrying the ocean commerce of Great Britain in the East. Up to the end of October, 1914, she had captured and destroyed over twenty British merchant-ships, whose value, with their cargoes, was estimated at about one million pounds. This photograph shows the Emden, and the oval portrait above it is her able commander, Captain von Mueller.

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VANDAL GERMANS IN THEIR FOUL AND SACRILEGIOUS ORGIES.

Sacrilege, murder, pillage, drunkenness, mutilation, torture, arson—these have all been established as having been part of Germany's scientific methods of warfare in poor Belgium. The beautiful church at Aerschot was the scene of all these foul crimes. The burgomaster, his brother, his son, and a group of citizens were shot, the church doors were battered in, much of the interior was burned, most of the artistic fittings were destroyed or stolen, and Uhlan horses were stabled in the sacred fabric, where the German soldiers vied with each other in the foul uses to which they put the vestments and altar-cloths. The war artist responsible for this picture has drawn the details from the descriptions of reliable witnesses, and the scene has been duplicated in other stricken towns and villages of Flanders and northern France.

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Special measures of precaution were taken to paralyse the German Fleet while the British Expeditionary Force was being transported to France. The two large 35-knot destroyers, Lurcher and Firedrake, proceeded to the German coast with the seventeen submarines of the Eighth Flotilla. The vessels in this flotilla were as follows:

Eight boats of the D class—D1 to D8—600 tons submerged, 15 knots speed on surface, 10 knots in diving trim, three 18 in. torpedo-tubes, 20 officers and men, gun armament (in D3–8) one 12-pounder on disappearing mount.

Nine boats of the E class—E1 to E9—800 tons submerged, 16 knots on surface, 10 knots in diving trim, four 21 in. torpedo-tubes, 27 officers and and men, two 12-pounders on disappearing mounts.

The silent watch under the waves

Arriving off the enemy's ports, the submarines, in the laconic words of Commodore Keyes's despatch, "occupied positions from which they could have attacked the High Sea Fleet had it emerged to dispute the passage of our transports. This patrol was maintained night and day without relief, until the personnel of our army had been transported, and all chance of effective interference had disappeared."

After the Expeditionary Force had landed, the submarines continued their scouting work off the German coast. They even pushed into the entrances of the German naval harbours and into the mouths of the German rivers. But the enemy had taken every precaution to protect his large ships against submarine attack The German vessels lay behind a complicated series of obstacles—booms of timber, barriers formed by hawsers and strong cables, from which were suspended lengths of steel netting such as are employed by warships as a protection against torpedoes, chains of mines, and lines of small and valueless steamers and trawlers placed close together. The formation of the German coast, moreover, was not favourable to submarine attack. Shallows abound, the channels are constantly changing, and the buoys and marks had either been removed or carefully misplaced.

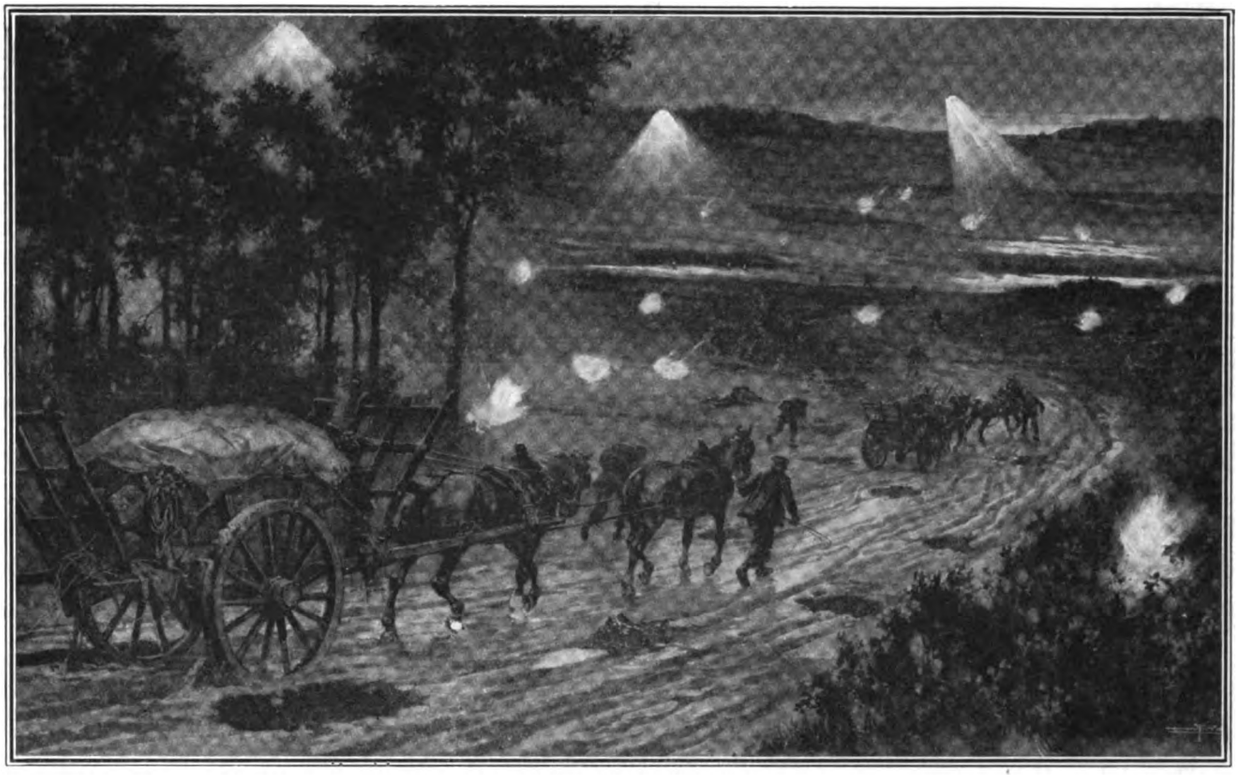
Nevertheless, the British submarines, if deprived of all opportunity of attacking the enemy, watched him unceasingly, and ascertained the character and general line of movement of his patrol ships. The British flotilla was constantly attacked; it was, in the words of Commodore Keyes, "subjected to skilful and well-executed anti-submarine tactics, hunted for hours at a time by torpedo craft, and attacked by gun-fire and torpedoes." Yet it did its work. There has been no more breathless achievement in war than this unremitting watch off a hostile coast in the face of constant attack.

A stoker who took part in these operations wrote: "This submarine work is grand fun. Last week we went right into —— (a German naval harbour), came to the top, had a good look round, found out what



"LOOT!" HOW GERMANY BROUGHT BACK BARBARISM INTO MODERN WAR. This sketch represents no particular incident, but is typical of many. It shows a war of loot—Germans, who have made themselves masters of a beautiful French chateau, and are despoiling it of its art treasures. Pillage was one of the arts of war practised by the officers, from the Crown Prince downwards, and the degrading vices of the soldiery were not an occasion for wonder when such examples were set by the high command.

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WEIRD EFFECTS OF MODERN SHELL FIRE: THE INFERNO THROUGH WHICH TRANSPORT WAGGONS HAD TO MOVE.

At the height of the fighting on the Aisne, in the first week of October, 1914, the supplying of food to the British troops in the advanced trenches and in the quarries was exceptionally difficult. Owing to the exposed nature of the ground for a considerable distance in rear of the advanced line, it was necessary to do the rationing at night. Narrow country carts were used in place of the regular A.S.C. waggons and lorries, because they alone could pass between the many great holes torn in the ground by shells. Both drivers and horses suffered severely during the work. Directly the Germans imagined that any move was being made towards the quarries, they bombarded the road with shrapnel, using parachute-light bombs to reveal the target. These shells explode overhead, by means of time-fuses, and let fall parachutes—carried folded up in the bombs—which have attached to them magnesium lights capable of lighting up a considerable area.

we wanted to find, got chased by a couple of German cruisers, let go a 'rib tickler' (torpedo) at them once, and came back to—but it doesn't matter where—informed the Fleet, and then they went out to smash the Germans up. We went with them, and I have seen the finest sight of my life." That was the simple, straightforward story of a man for whom underwater work certainly has no terrors.

But the best story told of submarine adventure on this scouting work was that of a young sub-lieutenant who was describing another raid into the enemy's waters. He said that his boat was sighted by the enemy, and that for safety they had to dive. They went down to the bottom for some hours, and then cautiously crept up to the surface. It was still not safe to attempt the dash for the open sea, so down they went again to wait a few more hours on the bottom. There was no silent apprehension about that long wait. With delightful naïveté the young officer remarked: "We played auction bridge while we were waiting, and I won 4s. 11½d."

The modern submarine, it should be said, is able to dive to depths of one hundred and fifty feet, and can remain there without any discomfort so long as her air supply holds out.

German submarines, on the other hand, were not idle. From all ports of the Scottish coast their presence was frequently reported. An account of the trip made by the flotilla in which U15 was serving, written by a man in one of the boats, gave a picturesque impression of the adventure, though it must be taken with a pinch of salt.

Activities of German submarines

He declared that the flotilla was once within 1,500 yards of the main British Fleet, and that the submarine's crew were playing the accordion and singing away merrily, but that no sound of it reached their adversaries. They all had a peep at the view of the British ships, lying "like a flock of peaceful lambs without a care, as if there were no German sea-wolves in sheep's clothing."

"For two hours we lay there under water," he declared. "We could with certainty have succeeded in destroying a big cruiser, but we did not. We were on patrol duty; our boat had further work to do."

He does not appear to have enjoyed his trip much, for he added: "It is not comfortable in such a nutshell of a boat. Our quarters were not exactly the size of a ball-room, and the air we breathed could not compare with the mountain breezes; it was all petrol, petrol, petrol. No orders were given; we might all have been deaf mutes. The officers spoke with their hands and feet; we heard with our eyes. Thus a gentle kick might be interpreted 'Belay, there! The mate wants to speak to you.' We were few, and there was much work to do, especially when we're submerged, so that it meant six hours sleep and six hours work."

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A FRENCH SOLDIER PROMOTED ON THE BATTLEFIELD.

During one of the many conflicts round Roye, in the month of October, a French soldier with thirty-two comrades was ordered to defend a particular post at all costs. At nightfall the majority of the force with which he was co-operating retreated, unwilling to be surprised in the dark. But he and his men remained. The enemy advanced in numbers from the town, but the undaunted little band continued firing at them, and thus gave the alarm to a stronger body of French troops, who came to their rescue and drove the enemy back beyond Roye. Then the band, reduced to twenty, retired. The next morning the colonel inspected the gallant twenty, embraced their leader, and made him a sub-lieutenant.

The writer claimed that his boat was at sea for ten whole days, and if this was correct, it meant that the flotilla was attended by a supply ship of some sort. A number of trawlers were captured during the early stages of the war, which were unusually well provided with food and had suspicious quantities of petrol on board, and it is highly probable that at regular intervals the submarines met the trawlers at prearranged rendezvous, naturally under cover of darkness, and took in fresh supplies of fuel and food.

One of these patrolling German submarines, apparently U21, at last secured a victim on September 5th. The British scout Pathfinder, Captain F. M. Leake, was cruising about fifteen miles off St. Abb's Head, at the mouth of the Firth of Forth, when an explosion suddenly took place under the forebridge. It was soon after four in the afternoon that she was sunk, for most of the company were below at tea, and four is the tea-time of the Navy. No one on board had noted any sign of danger. The first indication that submarines were at hand was the apparition of two periscopes in the water not far from the ship. It does not appear to have been ascertained whether the periscopes belonged to one and the same submarine, or to two different vessels. When the periscopes were sighted, the Pathfinder, according to one of the crew, at once began to turn towards them. As the turn began she was struck amidships by a torpedo, which seems to have exploded her forward magazine. The vessel quivered from end to end, enveloped in dense black smoke and lurid flame. Masses of wreckage fell on the officers and men who were on deck, killing many outright. Others were flung stunned and bleeding upon the deck, or hurled against bulkheads and gun-shields. The shattered wreck instantly began to sink.

But there was no panic. British seamanship, trained for long years to discipline and order in all conceivable circumstances, rose to the occasion. In the simple words of one of the survivors: "We waited for orders."

Discipline prevents panic

Those orders came, for there were a few officers left. The boats had been smashed by the explosion, but the men speedily heaved overboard booms, gratings, furniture, and everything that would float. The bows of the ship sank deeper and ever deeper into the water, and the last order came: "Every man for himself."

A seaman who escaped gave this account of his experiences: "I saw a flash, and the ship seemed to lift right out of the water. Down came the mast and fore-funnel and forward part of the ship. All the men there must have been blown to atoms. I bobbed down for a few seconds for fear of being hit by the débris—some pieces of it must have weighed nearly a hundredweight—which was blown sky-high. I scrambled to the quarter-deck, which was littered with mangled bodies, and looked about for something to cling to. The captain shouted, 'To the boats.' But there were only two, and they were smashed. The other boats, and practically all the

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THE HERO KING OF BELGIUM IN THE TRENCHES WITH HIS SOLDIERS.

King Albert proved more than a king and a hero—he became the comrade of his brave soldiers. Under the trial of a common calamity he showed up as a most conspicuous epitome of the adage, "Noblesse oblige." When remonstrated with for his indifference to danger within range of the guns of the enemy, he replied to his solicitous officer: "My life is of no more value than yours." A talented war artist depicts the incident in the above picture, where the hero King is seen with his soldiers in the trenches. It was characteristic of the man and his courage that when Antwerp had to be evacuated he insisted that he should personally fire the last shot.

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woodwork, had been left ashore. We fired a gun as a distress signal. By this time the ship was almost covered with water. 'Every man for himself,' and I at once pulled off my boots, coat, and trousers, and over I went. I think I broke all swimming records, trying to put as much space as possible between myself and the ship, being afraid of suction.

"Turning round, the last I saw of the ship, about fifty yards away, was the after-end sticking upright in the air about one hundred feet. Then it gradually heeled over towards me and sank. Then I swam again to get out of its way, thinking the end might hit me as it came down. It cleared me all right. It was all over in about five minutes from the start. When she sank, something blew up, and on came a wave, and round and round I went like a cork. A buoy came speeding by me. I grabbed it, and that was what kept me afloat."

So violent was the shock of the explosion that it is said to have been felt on board a trawler ten miles away. The Pathfinder was in full sight of the coast when the disaster occurred, and it happened that many people were watching her From Dunbar the coxswain of the lifeboat saw a huge column of flame and smoke rise suddenly from the doomed ship, and four minutes later the hull disappeared. From Cockburnspath two officers saw dense smoke, and then perceived half of the ship rising straight out of the water.

The tragedy of the Pathfinder

The watchers gave the alarm and, immediately after the explosion, motor fishing boats, a motor lifeboat, steamers, and destroyers hastened to the spot where the Pathfinder had gone down. As they approached it they found the sea covered with wreckage of the most tragic kind. For a space of a mile there were seamen's jackets, caps, jerseys, boots, letters, photographs, and books, among them the ship's Bible and order of daily service. Some fifty-eight officers and men, among them Captain Leake, were picked up in the water. Several of them were terribly wounded, and four died on the way to the mainland.

In all there perished in the Pathfinder two hundred and forty-six officers and men, faithful to the command of duty, victims of the great struggle for righteousness and freedom. "As so often happens, when a life has been lived with truth and valour, its ending, even when untimely, may be matter much more for praise and solemn gratitude than for mere lamentation." Their country will never forget these men who gave their lives to save her.

The first official account stated that the Pathfinder had been blown up by a mine. Some days later, in reply to questions in the House of Commons, Mr. F. E. Smith said: "There was reason for suspecting that she had come in contact with a submarine. The Admiralty were, of course, most anxious that that should not get out to the world, because it might have interfered vitally with the operations to catch and destroy the submarine."



THE DAILY DECREES OF THE GERMAN MASTERS OF BRUSSELS DURING THEIR TEMPORARY OCCUPATION.
In possession of Brussels, the Germans ruled the city with iron strictness. Each morning proclamations were published instructing the people as to what they might or might not do, and in the photograph above the notices posted at the Hotel de Ville are attracting their usual morning crowd.

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THE GERMAN IMPERIAL GUARDS IN BRUSSELS. This famous corps is the tallest and finest in the Kaiser's service. Their bravery was proved in the fighting in Belgium and France, but they suffered terrible loss against troops as brave as themselves. Here they are seen off duty during the German occupation of the Belgian capital.



THE GERMAN MILITARY COMMANDANT OF BRUSSELS.

Subsequently an official German report gave the credit for the feat to U21. There is thus every reason to believe that the Pathfinder was the first victim of a submarine in the whole history of naval war. For though, in the American Civil War, a certain so-called Confederate submarine had sunk the United States ship Housatonic, this submarine was in actual fact a vessel running on the surface, and not a genuine underwater craft.

The Pathfinder displaced 2,940 tons, and had a speed of twenty-five knots, and an armament of nine 4 in. guns. She was launched in 1904. The U21 was one of the most powerful of German submarines, generally corresponding to the British E class. She was of eight hundred tons, with a speed of seventeen knots on the surface, and twelve knots when submerged; she carried one 14-pounder and one 1-pounder gun. She was fitted with five torpedo-tubes, and manned by a crew of about thirty.

The German boat had to make a voyage of four hundred miles back to German waters to regain safety, and there was some hope that the British submarines and cruisers, with their far higher rate of speed, would be able to cut her off. Whereas most of the boats in the British destroyer flotillas were capable of steaming from twenty-six to thirty knots, she could only do seventeen if she remained on the surface; below the surface, as we have seen, she was capable of but twelve knots. But she eluded all the efforts of our Fleet to run her down, though a squadron is believed to have moved instantly, on receipt of a wireless order, so as to intercept her. Presumably she dived and ran through the cordon. Reports current in the British Press that she had been sunk rested on no real foundation.

Little more than a week later, on September 13th, a British submarine took some sort of revenge for the sinking of the Pathfinder. The vessel in question was the E9, Lieutenant-Commander Max Kennedy Horton.

The wind was freshening; it was the beginning of a great gale that for eight days swept over the North Sea and gave our seamen as bad a time as any of them have ever experienced. In a heavy sea it is specially difficult for a submarine to find her way about submerged. The waves often run higher than the periscope, and, in the interior of the hull, all that can be seen is a dull green fog, with occasional flashes of light.

E9 was on patrol duty; it was her business to watch the enemy, to see that the long-expected dash of the German destroyer flotillas did not come off without warning. In the course of her inspection of the surface, at

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about half-past six on that Sunday morning, she sighted the Hela within range—a small and ancient German cruiser of 2,000 tons, launched in 1895, and manned by a crew of one hundred and ninety-one.

A sharp call to the torpedo-tube crews was all that was necessary. Two torpedoes were fired within fifteen seconds of each other. Thirty-five seconds after the last had been despatched a distant low boom reverberated through the hull of the submarine. That would mean that the submarine was between seven hundred and nine hundred and fifty yards from the cruiser when she fired. There were other German vessels in the vicinity, so E9 did not come to the surface immediately to see what effect her torpedo had produced. She cruised quietly about below, for a quarter of an hour, taking care to come to the surface ultimately at a spot far away from her original position.

Doom of the German warship Hela

Then she saw that the Hela was doomed. The enemy had a heavy list to starboard, and looked all over a badly-stricken ship. The submarine had no intention of running unnecessary risks. A number of German destroyers had come up and were hunting eagerly for the British submarine. E9 dived again, and when for a third time she rose to see how matters were progressing, the Hela had disappeared below the surface of the waves. Her crew were rescued by other German vessels, and only about half a dozen lives were lost.



GERMAN FIELD KITCHEN BEFORE THE BRUSSELS PALAIS DE JUSTICE.

Although elated with their success, the crew of the submarine remained on their station, and there was no dash back to report the blow and enjoy the glory. On September 14th E9, with great judgment and skill, examined the outer anchorage of Heligoland—a service described as one "attended by considerable risk"—among the German destroyers and mines. For yet another day through the howling, raging gale, that tossed torpedo-boat destroyers about like shells, and washed men overboard like corks, E9 abode on her beat in the waters round Heligoland. Then, on September 16th, when she had been relieved, she slipped quietly home to port, and announced the news that the German wireless bureau with uncommon honesty had already given to the world. The gale was at its height from September 14th to 21st, but in its teeth the British submarines maintained their station. The risk and discomfort which the crews had to face were great indeed. The seas in the Bight of Heligoland are short and steep when the westerly winds are blowing, and it was difficult to keep the conning-tower hatches open and so to obtain fresh air. In the words of Commodore Keyes's report, "there was no rest to be obtained, and even when cruising at a depth of sixty feet the submarines were rolling considerably and pumping—i.e., vertically moving about twenty feet.



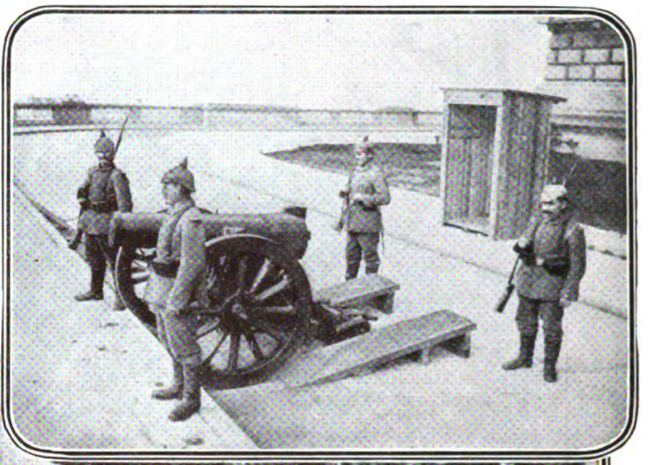
CONFISCATING BELGIAN CATTLE TO FEED THE GERMAN GARRISON.
German infantrymen in Brussels are here seen leading to the slaughter Belgian cattle to supply the kitchens of the Kaiser's army of occupation.

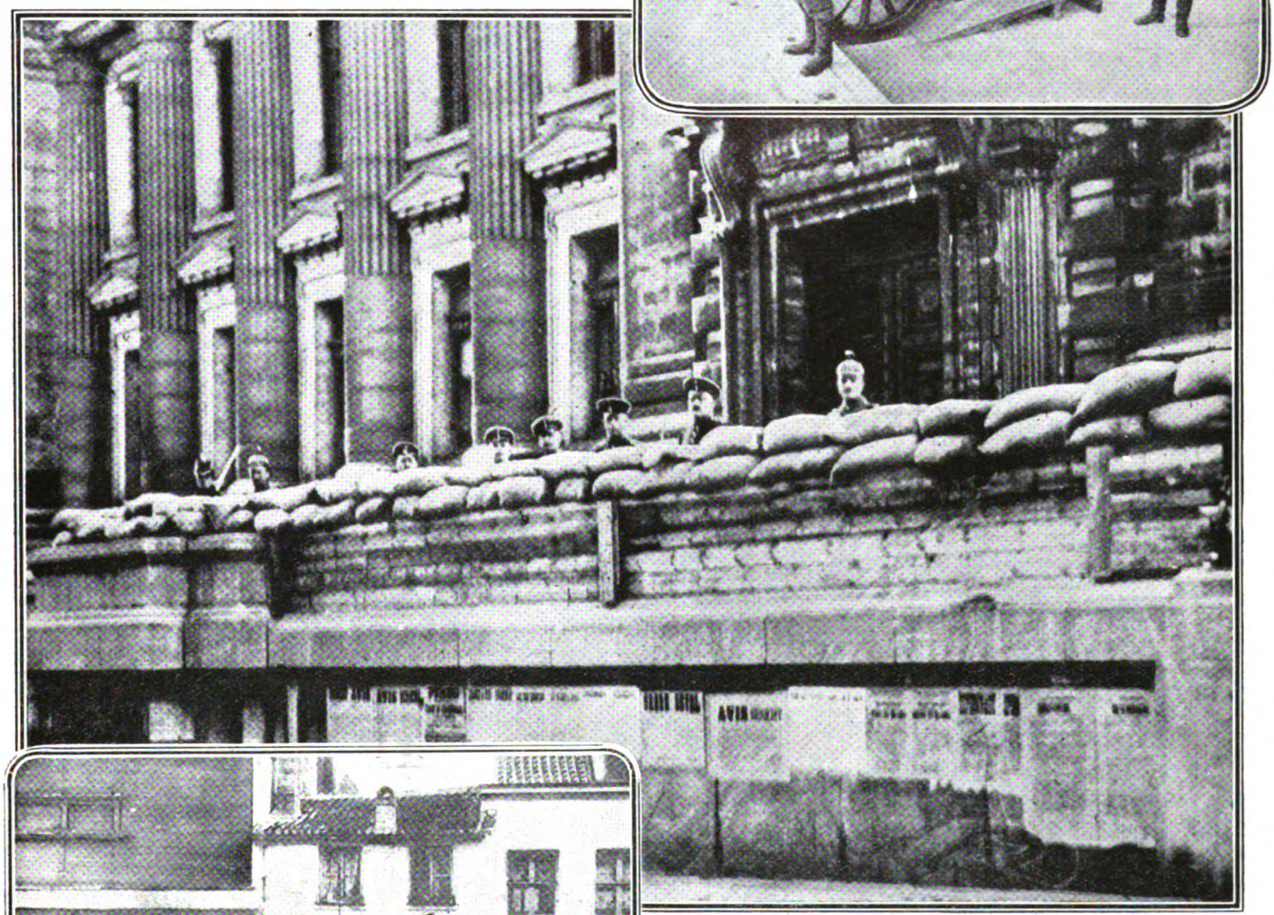
"I submit," added the commodore, in terms of measured praise which the nation will warmly endorse, "that it was creditable to the commanding officers that they should have maintained their stations under such conditions. Service in the Heligoland Bight is keenly sought after by the commanding officers of the Eighth

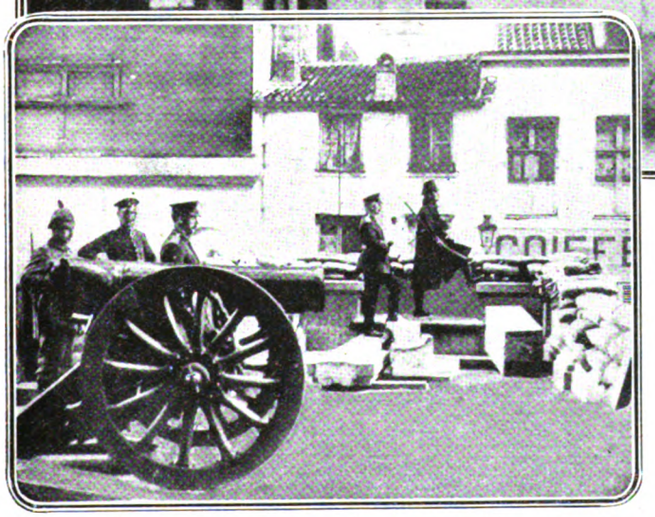
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Submarine Flotilla, and they have all shown daring and enterprise in the execution of their duties. These officers have unanimously expressed to me their admiration of the cool and gallant behaviour of the officers and men under their command."

One of the most thrilling incidents of the watch beneath the water off Heligoland occurred on September 25th, when E6 (Lieutenant-Commander Cecil Ponsonby Talbot) fouled a German mine while diving. The mine was firmly caught between E6's horizontal hydroplane (or fin) and its steel guard, and as she came to the surface she brought it up with her as well as the "sinker," or heavy iron weight attached to the mine by a cable. The "horns" of the mine—a tap on which would have detonated the powerful charge and blown







GERMAN PREPARATION TO DEFEND BRUSSELS.
The photograph immediately above shows a part of the Palais de Justice, with sand-bag defences placed by Germans, and the small photograph above shows a German gun close by the Palais de Justice, which occupies an elevated position dominating the entire city. In the picture on the left another prepared position behind the Palais de Justice is illustrated.

E6 and her crew to pieces—were by some lucky chance pointed outward, away from her hull. The mine had to be lifted clear without jarring it, and this, too, in the presence of the enemy, while the heavy pull of the "sinker" rendered the work extraordinarily difficult. None the less the feat was achieved by two brave men who, after half an hour's work, released the submarine and returned the mine to its original place. There was no finer deed in the early weeks of the war. Lieutenant Williams-Freeman received the companionship of the Distinguished Service Order and Seaman Cremer the Conspicuous Gallantry Medal.

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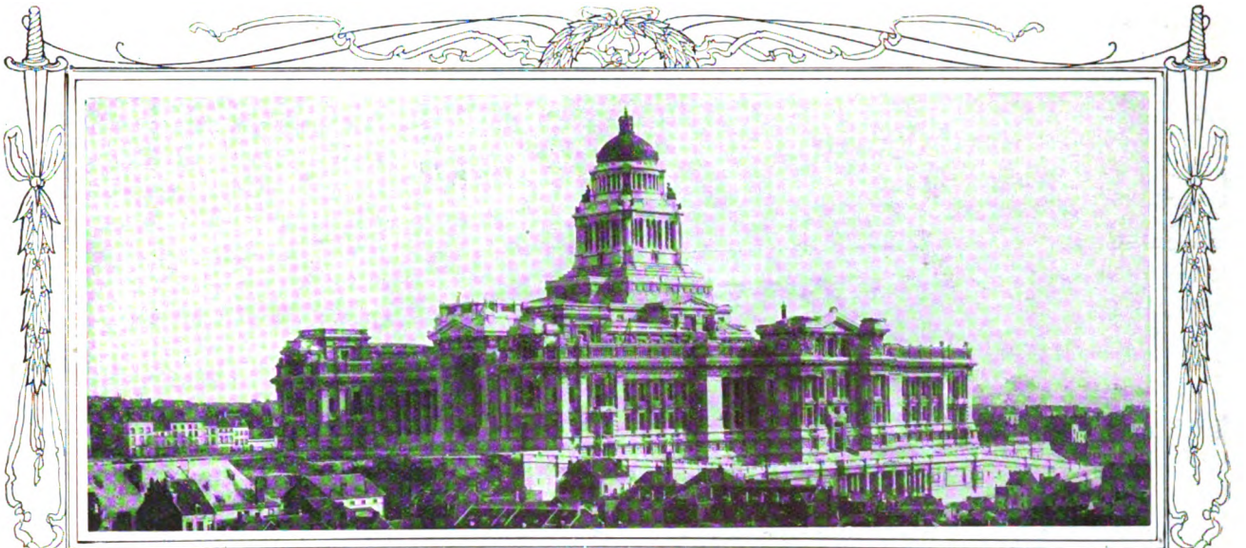


[Photo by Downey.

ALBERT THE HERO KING OF THE BELGIANS.

King Albert succeeded his uncle, Leopold II., in 1909, and soon proved to be of different material from his clever but unprincipled predecessor. A man of high purpose, genuine culture, and native modesty, he won the affection of his subjects and the genuine esteem of all who came into contact with him. The threat of German invasion, despite treaties, Hague Conference undertakings, and the reiterated promises of German rulers and plenipotentiaries, placed upon King Albert the responsibility for one of the most momentous decisions that it has been the lot of a king to make. With a nature that rose to the highest heroism under the greatest adversity, he became the great white star of Belgium's hopes, showing by personal bravery an example that inspired officers and men to the most heroic resistance ever offered by a small nation to an unscrupulous bully, determined to crush her by every artifice of war and terrorism.

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CHAPTER XXI.

HOW THE GERMANS SWEPT ON BRUSSELS.

The Problem of Belgium—Hopes of Speedy Assistance from France and Britain—Importance of Brussels as a City of Commerce, Industry, and Art—Alternating Hopes and Fears during First Days of War—Press Censorship in Brussels—Streams of Refugees—Government removes to Antwerp—The Rush of a Frightened Populace from the City—The German Approach—Proclamation by the Burgomaster—Arrival of the Enemy—The Goose-step in Brussels—Parade of Power and Insult—The Enemy takes Possession—Demand for an £8,000,000 War Indemnity—A Germanised Government

WHEN the King of the Belgians refused the German Government permission to march its troops through his country, there were not lacking critics in Belgium, and in Brussels in particular, who regarded his action as ill-advised. All knew that this refusal must entail war. Belgium, in general, did not want war; she had nothing to gain and everything to lose by it. Brussels knew that war might well spell dire disaster. For Brussels, the great pleasure city of Northern Europe, is only about one hundred and twenty miles from the German frontier, and but one fortress of any importance—Liège—guarded the road to her gates, and there were many doubts as to the possibility of Liège resisting a determined attack, even for a day or two.

The small army that could be put on the field between Liège and Brussels would, the people knew well, be outnumbered ten to one, or twenty to one if necessary, by the Germans An immediately successful war would bring immense loss and suffering on the country; a war which in its first stages went against the Allies might mean ruin; and it would be Belgium that would pay for on her soil now, as in previous centuries, the war of the nations would probably be waged.

The surprising fact is, not that some Belgians at the critical hour hesitated, but that the overwhelming majority of the people responded so immediately, so enthusiastically, and with such determination as they did to the Government's decision to resist. Yet, even when war began, Brussels hoped that she at least would be spared the horrors of foreign military occupation. The Allies would come to help her; the French cavalry would pour up through the Ardennes, making a dense screen through which the enemy could not pass. The British would land their Expeditionary Force along the coast as they had done a century before. Brussels would be saved.



FIELD-MARSHAL VON DER GOLTZ.
German governor of Belgium, who arrested the brave Burgomaster of Brussels when the demanded indemnity of £8,000,000 was not forthcoming.

The declaration of war came, and the people of the city responded splendidly. In Parliament, party controversy ceased. Every family gave its sons gladly to the service of the country.

Then followed some days of waiting. The Belgian regiments marched through the city on their way to the front. Armies of war-correspondents poured in and, hurriedly chartering motor-cars,

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GERMAN TROOPS RESTING IN A BRUSSELS SUBURB.
Scenes like this were to be seen in most of the Brussels suburbs during the German occupation. The soldiers, fatigued with a long march, rested by the wayside before resuming the march farther west—a march, in many cases, to their graves.

made off to attempt to reach the fighting-line. Nurses and doctors from friendly countries came to help. Palaces and public buildings were made ready to receive the wounded. There were little waves of excitement over the capture of spies. As day followed day, and the Germans made no apparent advance, even the pessimists grew more hopeful. Liège was holding out. The valley of the Meuse was being successfully defended.

French officers were seen in the streets—the advance guard of the great French army expected by the nation. Now came stories of German cavalry advances beyond Liège, but these were mere skirmishes of Uhlan outposts, of no importance and signifying nothing. Each day, too, the newspapers printed stories of successes. Some Uhlans were ambushed here; a party was driven back with immense loss there: a heroic Belgian advance had thrown the Germans into a panic somewhere else. All was going well.

One great cause of anxiety remained, however. Where were the French? Where were the British? The newspapers gave the news that a British Expeditionary Force had landed on the northern coast. British ships had been discharging hosts of men at Zeebrugge and at Ostend since August 8th—so the newspapers said. Where were they?

Alternation of hope and fear

The first real shock came on Saturday, August 15th, when one of the leading Brussels papers, "Le Soir," printed a short statement that there was a possibility of the Germans advancing to the north of Brussels in the direction of Antwerp, and towards the capital itself. The paper urged that every preparation should be made to receive them. Next day the "Soir" was forced to print a humble apology in big type, and to agree to publish nothing in future concerning the movements of the troops save official communications. "The German advance towards Antwerp and Brussels is officially and categorically denied," it stated in heavy black type.

The Press supported the officials in maintaining that all was well. An official censorship was imposed on the newspapers, and towards the end they were allowed to publish nothing except what the authorities approved. That they might be the better controlled, they were limited first to two editions and then to one edition a day. These editions had to be submitted to the censor an hour or two before publication, and a familiar sight was to find blanks in the course of articles, where the censor had ordered the type to be



GERMANS ARRESTING THE STREAM OF FUGITIVES FROM BELGIUM.
It did not suit the policy of Germany to have refugees flee from Belgium in millions, because she had need of the inhabitants that she might extort gold and food, and also use their labour. Here German soldiers are seen stopping Belgians who seek to leave Malines by rail after the arrival of the invaders.

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battered or cut out so that some objectionable item might not appear. Then refugees began to arrive, first from the villages and towns to the far south, and then from places nearer to hand. Many of these came bearing with them dreadful stories of German cruelty and oppression. There were parents who had rushed away unable to save their own children, and children crying through the streets looking for their parents; and others, dulled with grief, telling inquirers that they had lost their all. Men, prosperous householders a week or two before, now recounted how family and home had all gone.

On Monday, August 17th, it was officially announced that the Royal Family, except the King, would remove from Brussels to Antwerp, and that the headquarters of the Government would be transferred to the latter city. Laborious assurances were given that this transference did not in any sense mean that the enemy were making a successful advance. The very elaboration of the excuses offered might have told the people the truth.

By Tuesday, August 18th, the city was beginning to show signs of nerves. The official declarations that all was going well were not considered wholly satisfactory. Why was it necessary to post up notices warning the people to deposit their arms with the police in order to avoid being shot by the invaders? What was the meaning of all the barricades and formidable entrenchments springing up everywhere? Why the constant practising of the Civil Guards? Did anyone imagine that the Civil Guards could fight the German soldiery? Even the guards themselves looked on the whole affair as rather a joke. But their arming meant something.



ON THE WAY TO STRIKE FOR KING, HOME, AND FREEDOM.

These photographs show groups of Belgian soldiers marching to the defence of their land. Dog transport was useful in war as in peace, as seen in the first and second pictures, the very effective machine-guns of the Belgians being drawn by dogs. In the foreground of the lowest photograph a soldier is seen assisting a wounded comrade.

On Wednesday afternoon the city awoke with a start to the truth. The conventional announcement in the newspapers: "The situation is good. The Germans are still on the other side of the Meuse," was openly ridiculed. The usual list of victories over the Germans had been published; but that day there flocked into the city armies of refugees from the very villages and towns where the victories were supposed to have been won. These refugees, stricken with grief, some of them bearing wounds, all showing signs of exposure, of want, and of fear, told another tale. They had seen with their own eyes the troops driven back, the houses fired, and many civilians murdered. Some of them had fled to escape the thrust of the German lances, and some showed wounds from stray bullets. All were in a state of panic, all had the same message: "The Germans are at our gates They will soon be here!"

The belief that the British Expeditionary Force would arrive, even at the last moment, and drive the Germans back, prevailed. The rumour went forth late in the afternoon that the British troops were already pouring out

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BELGIAN LANCERS TAKE A LAST LOOK AT THEIR CAPITAL AS THEY LEAVE FOR ANTWERP.

A party of the dogged Belgian Lancers, with their officer, on the road from Brussels to Antwerp. When the Belgians wisely decided to proclaim their beautiful capital an open town, and thereby save it from the horrors of a German bombardment, they fell back upon Antwerp. From the latter fortified city they made many venturesome sorties and greatly harassed the invaders, the Belgian Lancers proving themselves more than a match, individually, for the Kaiser's much-advertised Uhlans.

of the Gare du Nord, and crowds of people hurried up the Grands Boulevards to cheer them. All that met their eyes was a trainload of their own wounded being carried to the station for removal to Antwerp, to make room for more urgent cases in the hospitals.

Now came a rush for the trains. Thousands made their way to the stations and fought for a place in the carriages, already packed to suffocation, bound to Holland and the north Others set out by road. Some carried their little possessions on their backs; some had their dog-carts; others fled so hastily that they took nothing with them. Away, anywhere away!

The exodus of frightened fugitives

Meanwhile, the Prussians had entered Tirlemont on the evening of August 18th, and, according to popular report, had put many of the inhabitants to death The trains had ceased to run beyond Louvain. From Louvain every train moving in the direction of Brussels or Mechlin was stormed by great throngs of people. If the people in Brussels wanted to escape northwards for shelter and safety, the people south of Brussels regarded the capital as their haven.

At first some attempt was made by the railway officials and by the local gendarmerie to control the crowds and to protect the line. Barricades were erected, wire entanglements put in position, and trenches dug The hurrying crowds swept past, and their panic was increased by the sight of great bodies of troops hastily marching northwards in the direction of Antwerp. A general retirement of the Army had been ordered. Louvain was to be abandoned, Brussels left open, and the Germans allowed to occupy the capital without opposition.

The Belgian troops retired in order, two mixed brigades covering their retreat These mixed brigades suffered heavily. Not only were the German infantry pushing up relentlessly, but the German artillery was doing great



CUT OFF FROM HIS REGIMENT.

A Belgian cavalryman, cut off from his regiment during the retirement from Brussels, takes a rest at the foot of a wayside crucifix

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AN ARMOURED MOTOR-CAR FOR UHLAN HUNTING IN NORTHERN BELGIUM.
One of the Belgian armoured motor-cars that did great execution among marauding parties of Uhlans during the operations between Brussels and Antwerp. Many of these cars were constructed at a factory in Antwerp, and their speed and armament—a machine-gun—made them deadly engines of warfare. The vulnerable parts of this particular car are its wheels. Later cars had their wheels heavily protected.

execution. Now a German aeroplane flew overhead in the direction of Brussels. Now an advance party of Uhlans or motor infantry would dash on the Belgian rearguard. It was a case of hard outpost fighting. Many of the Belgian troops had been on duty for thirty-six hours continuously, without a moment of rest and with little or nothing to eat or to drink the whole time. It was their business to give the main Army an opportunity to get away, and they did their work splendidly. In Louvain itself large numbers of the people refused to retire. They had nowhere to go, and they derived a certain confidence from the antiquity and historic splendour of their city. Louvain was a great centre of learning. All the world honoured it, and men from all the world came to study in its university. The German soldiery might burn villages, but Louvain, the most hallowed spot in Belgium, was surely safe. So they stayed.



A BELGIAN FIELD TELEPHONE AT WORK.
Taking down instructions from a field telephone in Northern Belgium. A covering of corn conceals the operators from aeroplane observation, while an artillery officer puts on record the message received. These telephones were often used to give an artillery battery the exact range of the enemy.

Louvain's mistaken sense of security

There was little sleep in Brussels that night. In the early morning hours a cry arose from street after street: "The Germans are coming." During the night the Civil Guards marched back, singing the "Marseillaise," and moved through the city out on the other side towards Antwerp. There was to be no resistance to the Germans. Brussels was an open town; as such it was protected by the laws of war against bombardment. It would simply submit to the presence of the enemy. It could no less; it would do no more.

A proclamation by the burgomaster was pasted on the walls late on August 19th, 1914:

"Fellow-citizens.—Despite the heroic resistance offered by our troops, seconded by the allied armies, there is reason to fear that the enemy may occupy Brussels. Should such an event come to pass, I trust I may count upon the calm and the *sang froid* of the population. Above all, one should not lose one's head or give way to panic. The municipal authorities will not desert their post. They will continue to

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WHEELING AN INVALID HUSBAND FROM BRUSSELS.
Before Brussels fell, thousands of terror-stricken Belgian peasants crowded into the capital from outlying districts. As the Germans approached Brussels, the plight of these refugees became even more pitiable. They were forced to move again, and make their way either to Antwerp or the coast. A wife is here seen wheeling her sick husband, who holds their baby, in a barrow along the road to Antwerp.

perform their duties with the firmness which you have a right to expect from them in such serious circumstances.

"It is hardly necessary for me to remind my fellow-citizens of their duty towards their country. The laws of warfare forbid the enemy to use force to obtain from the population information concerning the national Army and its means of defence The inhabitants of Brussels should know that they are within their rights in refusing to furnish any information whatsoever to the invader None of you must think of acting as guides to the foe. This refusal is indispensable in the interests of the country.

"Every one should be on his guard against spies and foreign agents who should attempt to obtain information or provoke any form of manifestation. The enemy cannot legally attack either the honour of families or the life of citizens, or private property, or religious or philosophical convictions; nor can they interfere with the freedom of public worship.

Proclamation of the intrepid burgomaster

"Any abuse committed by the invader should be immediately notified to me. So long as I am in possession of life and liberty I will protect with all my might the rights and the dignity of my fellow-citizens. I implore the population to assist me in my task by abstaining from any hostile act, any use of arms, and any participation in fights or discussions.

"Fellow-citizens whatever may happen, listen to the voice of your burgomaster and continue to trust in him. He will not betray you.

'Long live Belgium, free and independent. Long live Brussels ADOLPH MAX.

'August 19th."

The burgomaster, accompanied by his four sheriffs, went out to meet the German commander. He was treated with scant courtesy and ceremony. First he was ordered to take off his scarf of office. Then he was asked brusquely if he was prepared to make an unconditional surrender of the city. If he did not do so, it would be promptly bombarded. M. Max, the burgomaster, was, as he showed during the days that were to come, a brave, resourceful, and high-spirited man He had no intention of cringing, even if his city, owing to fortunes of war, had fallen to the foe. But it is impossible for a man to argue or to make much show of dignity when an automatic pistol is being held to his head. M. Max's position was one of utter defencelessness The Germans told him that they would hold him responsible for the government and order of the city. Their troops must be unmolested. They must have free passage through Brussels, and be provided with what they required.

It cannot be wondered that the Germans decided to make the entry into the Belgian capital as impressive as



CRIPPLE WOMAN DRIVEN FROM HOME.
Frightened out of Brussels by the arrival of the German army, this poor cripple was wheeled to Ghent in a barrow, carrying all the worldly possessions she was able to collect hastily

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possible. From purely a military point of view, they could have saved time by pushing onward without rest, and ignoring Brussels. But *morale* counts for much in war, and the German General Staff had rightly gauged the moral effect of a triumphant entry, not only on their own people, but on the world at large. It was decided not to make the entry into the capital with the regiments that had borne the brunt of the fighting. Their stricken ranks and wearied gait might have given Brussels some encouragement. An entirely fresh army corps was brought up, and at two o'clock on the afternoon of August 20th it began its triumphant march towards the Place de la Gare, the heart of Brussels.



THE BELGIAN ARMY'S CARRIER-PIGEONS.
The use of carrier-pigeons for conveying information was greatly curtailed during the struggle in Northern Belgium. When the Germans took possession of Brussels they seized the pigeons in the town, so that no vital news could be carried outside by "pigeon post." This picture shows Belgian cavalry carrying pigeons in a basket. The birds belonged to Antwerp, and were able to fly with messages from the neighbourhood of Brussels to their fortress home.

The Germans intended to impress the Bruxellois with a sense of their power, and they certainly did. The firing of big guns announced the coming of the victorious army. The bands of their own regiments played them triumphantly through the streets, the soldiers singing, as they marched, "The Watch on the Rhine," and "Deutschland über Alles." Cavalry and infantry, artillery and sappers, a complete siege train, one hundred motor-cars each with its own quick-firer, Uhlans and hussars, all were there. Here were some of the crack corps of Germany, such as the ominously named Death's Head Hussar regiment.

The "Daily Mail" special correspondent sent a vivid description of the scene as the Germans swept through the stricken city:



TIRED BELGIAN CYCLISTS REST AT ALOST.
A cyclist brigade of the Belgian Army rests at Alost after a skirmish round Brussels. These cyclists proved of great value during the Belgian retreat, and as scouts and advance patrols they were highly successful.

The goose-step in Brussels

"All were in greenish, earthy-looking grey, all helmets covered in grey, the guns painted grey, the carriages grey, and even the pontoon bridge, all complete, in grey. To a quick step the men had marched to the great square, when to the sound of the whistle—the word of command seems to have gone the way of the brilliant uniforms—the infantry broke into the famous parade or goose-step, while the good lieges of Brussels gazed open-mouthed in wonder. Passing the station, the great military procession defiled through the boulevards to camp on the heights of the city near Kochelberg. Truly it was a sight to gladden the eyes of Kaiser Wilhelm, but men muttered under their breath, 'They'll not pass through here on their return. *Les Alliés en feront leur affaire*' ('the Allies'll do for them'). In the procession were two Belgian officers attached to the stirrup-leathers of the Uhlans. A low growl was evoked by this barbarous spectacle, which was instantly resented by the officers, who

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at once backed their horses into the ranks of the spectators, threatening them, not with words, but with uplifted sabres.

"A very gross pleasantry was perpetrated by a gunner, who was evidently in charge of the pet of the battery—a baby bear—which, dressed up in full Belgian general's uniform, evidently intended to represent the King, touched his cocked hat at intervals to his keeper. This particularly irritated the brave Belgians, but they wisely abstained from any overt manifestation. A very unpleasant feature was the behaviour of some of the soldiery, who, as they passed, tore repeatedly at the national colours which every Belgian lady now wears at her breast."



A GROUP OF BELGIAN MINISTERS OF STATE.

The Belgian Government, after having withdrawn to Antwerp on the German approach to Brussels, and then to Ostend, left the latter city and sought the hospitality of France on October 13th, 1914, when it took up its quarters at St. Adresse, near Havre. The group above consists of H. Carton de Wiart, Minister of Justice (on the left), J. Davignon, Foreign Minister; P. Poullet, Minister of Science and Art, and A. Van de Vyvere, Finance Minister. The upper photograph is of Baron Ch. de Broqueville, President of the Council and Minister of War.

German troops took possession of the railway-station, the telegraph and telephone offices, and the central points commanding the city. The telephone bureau was quickly attached to the German headquarters farther south. Almost automatically, German authority was established. It was a remarkable example of how a great city can, in an afternoon, pass under the control of an invader. The German flag flew from the town-hall. German outposts took possession of the villages around. They drew a cordon around the city. Count von Arnim was appointed acting-governor. He issued a proclamation stating that through the circumstances of war he was forced to levy on the people requisitions for food and other supplies. While hoping that everything would go quietly, he warned them that the severest possible measures would be taken against anyone who fired on German troops or attempted to interfere with the German communications.

Requisitions and warnings

The German officers and troops were naturally in high spirits. Hotel-keepers who had closed their establishments were ordered to reopen them. That night, in many a great hotel and café, the officers sat drinking champagne, singing, and rejoicing.

In Brussels, unlike the country villages, the Germans on the whole behaved very well. They paid individually for what they took. They apparently had abundance of money, and offered gold freely. Each soldier seemed to have as many large cigars as he wished to smoke. It had evidently been determined to impress the people of Brussels with the power and prosperity of Germany.

Enemies feast in the fallen city

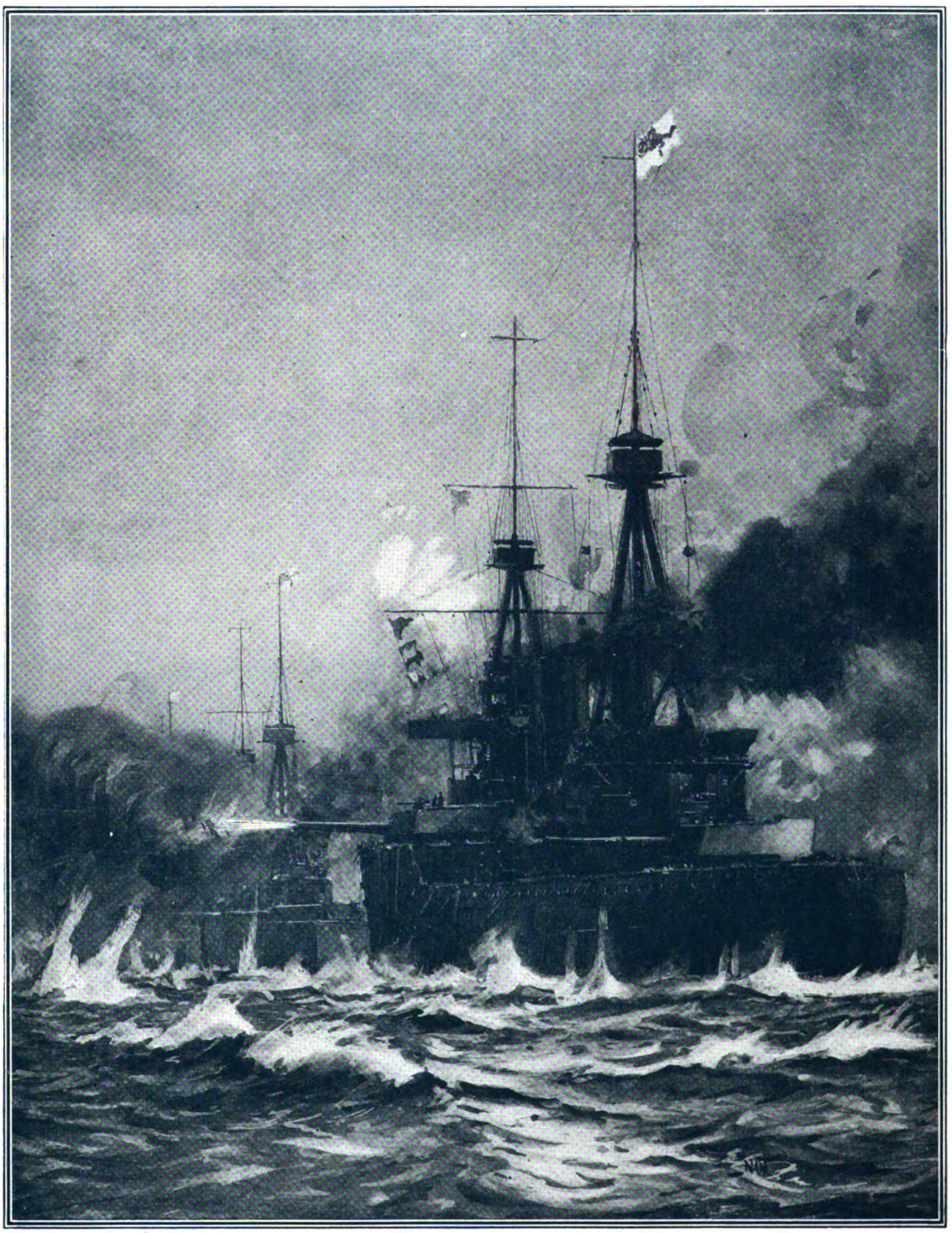
Enormous bodies of troops, apparently six or seven army corps, marched through the city in the days that immediately followed its occupation. The requisitions for foodstuffs for these myriads soon materially affected the supplies of the city. Most of the Belgian wounded had been removed when the Belgian Army retired towards Antwerp. Their place was now taken by German wounded, brought in from the front.

One surprise came within a few hours of the German triumphant entry. The burgomaster, M. Max, was informed that the city of Brussels would have to find an indemnity of £8,000,000. The Germans had already made a similar demand for a smaller amount on Liège, and their action was quite in conduct with the methods of the German armies during the Franco-Prussian War. Nevertheless, it caused intense surprise and indignation throughout the world. This surely was making war on commercial principles.

M. Max declared that all the money had been sent to Antwerp. Dire threats were uttered against him. He calmly replied that he must await the course of events. Soon, the authorities paid for what they had, not in gold, but in paper money issued by the German governor. In a few days the Germans announced their intention of regarding Belgium as German. Greenwich time was altered to German time, and steps were taken for a new Germanised Government.

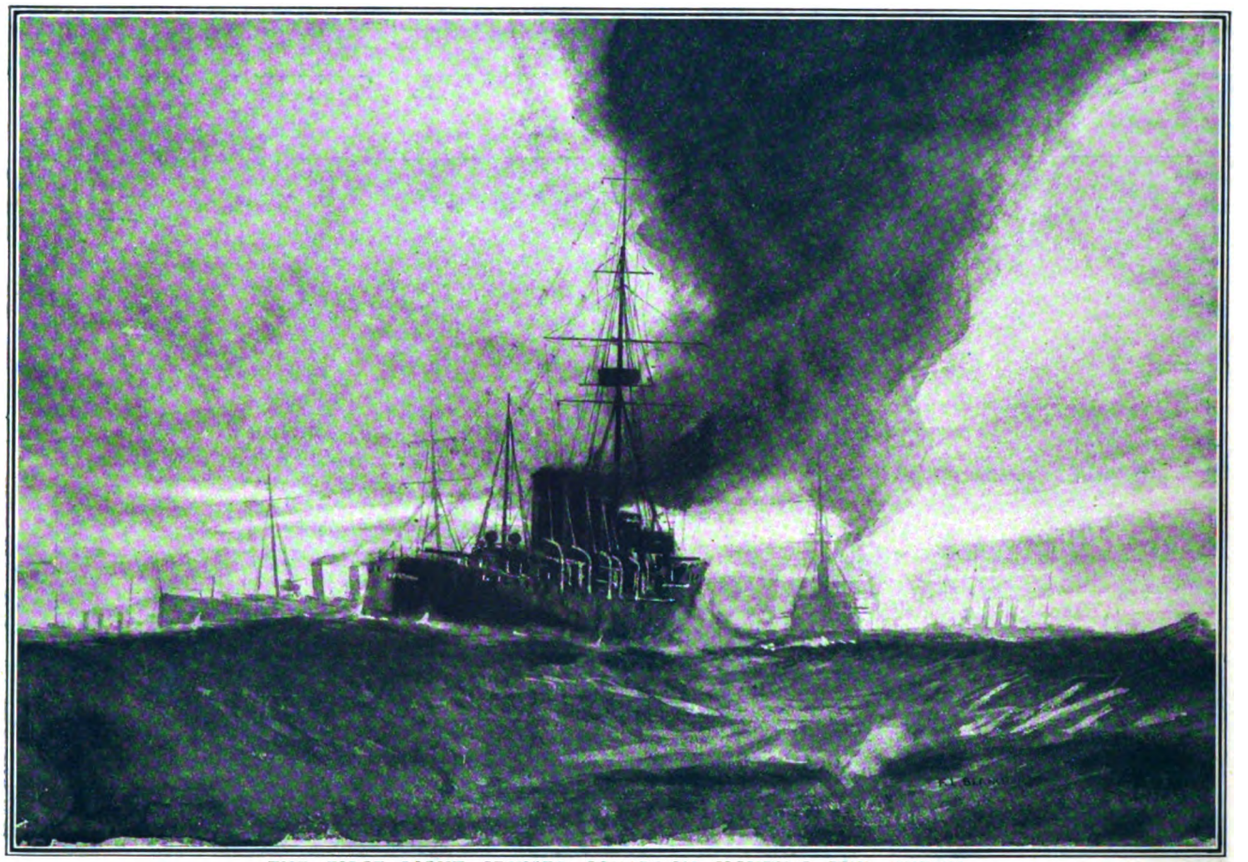
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SCENES FROM THE FIRST NAVAL BATTLE OFF HELIGOLAND.



The German Fleet rested in inglorious security under shelter of the great island fortress of Heligoland, and the British Fleet lay outside waiting to engage the enemy at the first opportunity. No opportunity came, so the British admirals determined to create the opportunity. Some submarine craft were sent into the Bight, evidently in distress, and the cruiser Fearless followed, seemingly for the purpose of rendering assistance. The ruse succeeded and some important units of the German Fleet came out to attack. The battle that followed ended in victory for the British Navy. This picture was drawn from a sketch by a British officer in the action, and represents the hottest stage in the conflict, when the big guns were thundering destruction and fire upon the enemy ships.

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THE FIRST LIGHT CRUISER SQUADRON SIGHTING THE ENEMY.

Commodore W. R. Goodenough commanded the First Light Cruiser Squadron—consisting of the ships Southampton, Birmingham, Lowestoft, and Nottingham—in the Battle of Heligoland. Certain of those ships waited behind the mist till the call for assistance, and as soon as a large four-funnelled German cruiser loomed up through the haze, proceeding to the assistance of the smaller German craft, the call was sent, and they steamed full speed to the help of the Arethusa.



IN PORT AFTER THE FIRST NAVAL BATTLE—A SCENE OFF HARWICH.

The British ships that won the victory of Heligoland Bight returned to Harwich after the battle for refitting and repairs, and this sketch of the fleet in Harwich Roads was made by a special war artist as the vessels lay at anchor there.

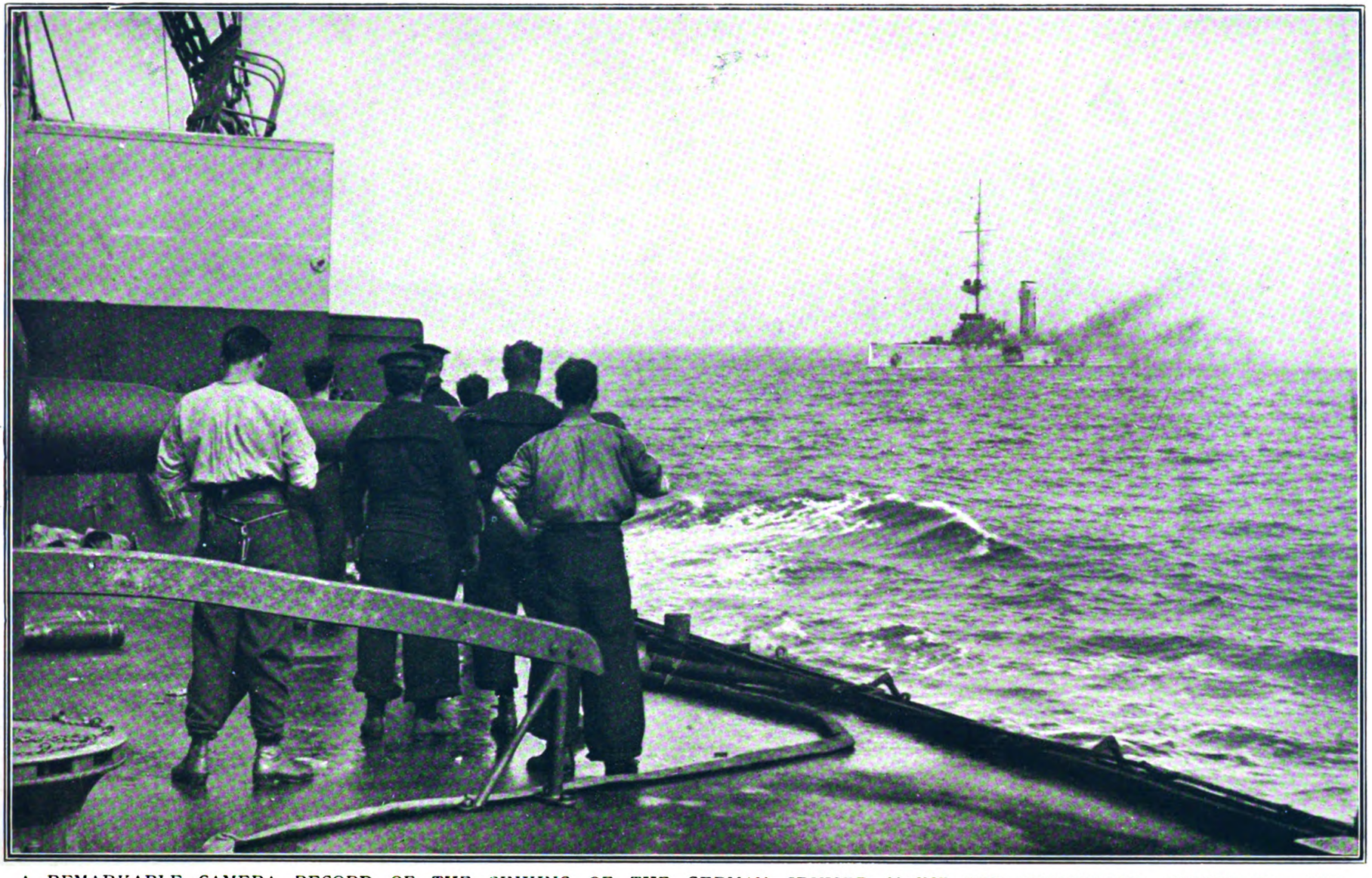
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BRITISH CHIVALRY: RESCUING GERMAN CREWS OFF HELIGOLAND.

The official account of the British naval victory off Heligoland said: "The British destroyers exposed themselves to considerable risk in endeavouring to save as many as possible of the drowning German sailors." The officer, from whose sketch this drawing was made, wrote: "The sketch represents the sinking of the German destroyer V187 at about 9 a.m. on the 28th. While we were picking up the crew, a German cruiser loomed out of the mist and fired at us. The first salvo fell among the boats exactly as depicted, and the destroyers' whalers are seen getting back to their ships as fast as possible. There are two German prisoners with life-belts in our whaler—the rear one. The German went down within a minute, just as we were getting away after hoisting the boats. The German cruiser firing the shots is on the left of the horizon. One of the destroyers was hit twice by the German, luckily without damage."

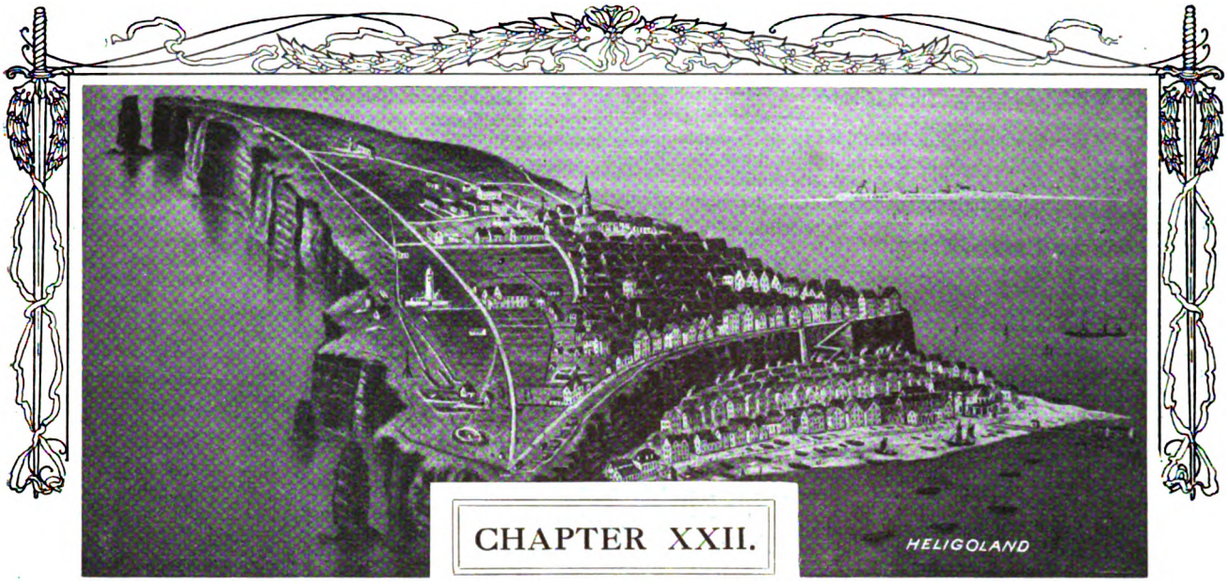
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A REMARKABLE CAMERA RECORD OF THE SINKING OF THE GERMAN CRUISER MAINZ OFF HELIGOLAND, AUGUST 28TH, 1914.

This very striking photograph, taken from the deck of one of the British cruisers, shows a British gun crew in the foreground, standing by a 6 in. gun, looking at the sinking Mainz—the result of their handiwork. An officer in H.M.S. Falmouth, which helped to sink the Mainz, said: "We managed to put her midship guns out of action pretty quickly, and soon after blew up both her after funnels together. Her fo'c'sle gun then went on firing, but we bowled that out at last. As we steamed past her towards the next enemy, I was able to view the poor sinking vessel through binoculars from about one hundred yards, and her decks were a hideous shambles." The Mainz is seen on fire, and minus two funnels and a mast, shortly before she heeled over and sank.

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CHAPTER XXII.

THE BATTLE OF THE BIGHT OF HELIGOLAND.

A "Certain Liveliness" in the North Sea—The Screen of British War Craft—German "Victories" over British Trawlers—Preparations for the Battle of Heligoland—The British Ships Engaged—The Plan of Strategy—The British Bait—Issue of the German Flotilla—The "Saucy Arethusa"—German Cruisers in Action—Work of British Destroyers—The Destruction of V187—The British Dreadnoughts brought up in Support—Destruction of the Mainz—British Gallantry in Saving the Crew—The Köln and the Ariadne—The Marksmanship of the Lion—Incidents of the Battle—The Low Price paid for Victory

DURING the first weeks of war both the British and Germans maintained flotillas of small surface craft on patrol work in the North Sea, and occasionally these came into contact, but never with any noteworthy result. On August 18th the official Press Bureau issued the following statement: "Some desultory fighting has taken place during the day between the British patrolling squadrons and flotillas and German reconnoitring cruisers. No losses are reported or claimed. A certain liveliness is apparent in the southern area of the North Sea."

In point of fact, the Germans were trying every means they knew, short of steaming out in force, to break through the screen of British surface warships which was drawn across the North Sea behind the advanced guard of British submarines off the German ports. Their aim was to discover whether a British Expeditionary Force was really moving to the Continent Every attempt on the part of the German light cruisers and torpedo craft to get through was frustrated.

The only work of any consequence which the German Navy was able to accomplish in the North Sea during the first three weeks of the war, apart from the destruction of the Amphion, was an inglorious raid on the part of a small squadron, which resulted in the sinking of a number of British fishing trawlers, twenty-two of which were sent to the bottom between August 24th and 28th.

The depredations of this German squadron were not completed until August 28th. The date is a significant one, and will be long remembered in the annals of the British Navy; for it was then that Admiral Jellicoe put into effect the first of the schemes that had been prepared for carrying out offensive operations on the German coast.

The trap for the German Navy

From the very beginning of the war, as has already been seen, a close watch on the German coast had been kept by British submarines. The British commander-in-chief had a large number of vessels at his disposal, and they were organised into relays of flotillas so that the boats were able alternatively to put in a few days' reconnaissance work on the German coast and to enjoy a short period of rest and relaxation at a home port. For such work submarines were exceptionally well suited. The information obtained by the British submarine scouts paved the way for the action which has since come to be known as the "Battle of the Bight of Heligoland."

The submarines reported that a considerable force of German light cruisers and torpedo-craft was lying under the protection of the formidable defences of Heligoland. The Admiralty determined to strike a blow at those ships; but as it would have been an extremely risky business to attempt to cut them out from under the countless 12 in. batteries of Heligoland, resort was had to stratagem to entice the German vessels away from their protection.

Elaborate plans were prepared. They provided for the employment of the following imposing force on the British side, which included the fastest British destroyers:

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First Battle Cruiser Squadron, Vice-Admiral Sir David Beatty: Lion, Princess Royal, Queen Mary (each 26,350 to 27,000 tons, 29 knots, eight 13·5 in. and sixteen 4 in. guns); New Zealand, Invincible (each 17,250 to 18,800 tons, 27 knots, eight 12 in. and sixteen 4 in. guns).

First Light Cruiser Squadron, Commodore W. R. Goodenough; Southampton, Falmouth, Birmingham, Lowestoft, Nottingham (each 5,500 tons, 25½ knots, eight or nine 6 in. guns).

Seventh Cruiser Squadron, Rear-Admiral A. H. Christian: Armoured cruisers Euryalus, Cressy, Hogue, Aboukir, Sutlej, Bacchante (each 12,000 tons, two 9·2 in. and twelve 6 in. guns, 21 knots), and the light cruiser Amethyst (3,000 tons and 23 knots, armed with twelve 4 in. guns).

Flagship of Destroyer Flotillas, Commodore R. Y. Tyrwhitt: Arethusa (3,750 tons, 30 knots, two 6 in. and six 4 in. guns).

First Destroyer Flotilla: Leader, Fearless (3,440 tons, 26 knots, ten 4 in. guns); and destroyers Acheron, Archer, Ariel, Attack, Badger, Beaver, Defender, Ferret, Forester, Goshawk, Hind, Jackal, Lapwing, Lizard, Phœnix, Sandfly (each about 800 tons, 30 knots, two 4 in. and two 12-pounder guns).

Third Destroyer Flotilla: Laertes, Laforey, Lance, Landrail, Lark, Laurel, Lawford, Legion, Leonidas, Lennox, Liberty, Linnet, Llewelyn, Louis, Lucifer, Lydiard, Lysander (each 965 tons, 32 knots, three 4 in. guns).

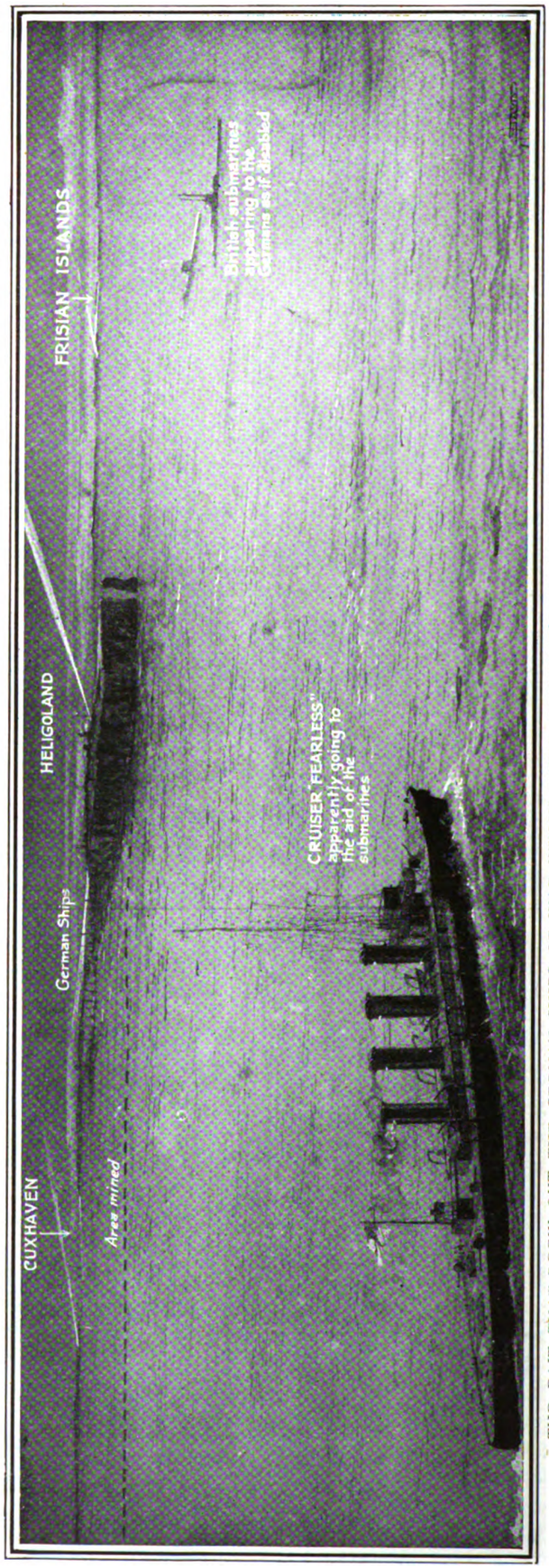
Eighth Submarine Flotilla, Commodore Roger Keyes, in destroyer Lurcher (765 tons, 35 knots, two 4 in. and two 12-pounder guns), with her sister boat Firedrake, and submarines D2, D8, E4, E5, E6, E7, E8, and E9.

Attached to the Battle Cruiser Squadron were the destroyers Hornet, Hydra, Tigress, and Loyal.

Disposition of the British ships

Under the scheme arranged, three of the submarines were to proceed on the surface towards Heligoland, in order to induce the enemy to chase them westwards. The destroyer flotillas, aided by the light cruisers Arethusa and Fearless, were then to work in behind any German vessels which might come out to give chase. The Light Cruiser Squadron was to be at hand, but farther out, to render help should it be required, while the huge Dreadnoughts and super-Dreadnoughts of the Battle Cruiser Squadron were on the alert still farther to the west, to meet the large German armoured cruisers and battleships should they venture to put to sea. The Seventh Cruiser Squadron was used as a reserve to attack any German ships that might be driven westwards.

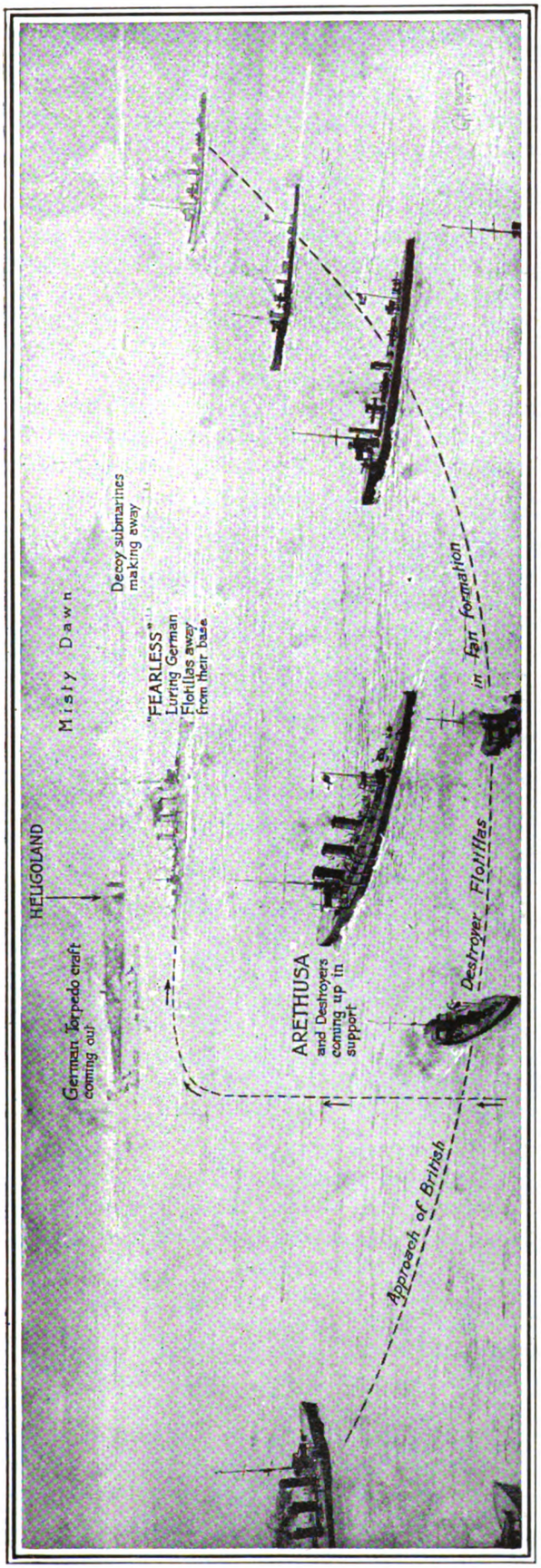
At midnight of August 26th Commodore Keyes, with his two destroyers and eight submarines, moved towards Heligoland. All next day the two swift destroyers scouted diligently for the submarines, which at nightfall took up positions whence they could assist in the operations of the following day. August 28th broke calm and misty. The calm weather was peculiarly unfavourable to the British submarines, because, when the sea is still, such an object as a periscope on the surface at once attracts attention. The mist added to the difficulties of the underwater craft, as it enabled enemies to approach unseen, and rendered it almost impossible to distinguish friend from foe. Cautiously the two fast destroyers searched the waters in which the fighting was to take place for German submarines and, finding



THE BAIT THAT DREW OUT THE GERMAN SHIPS OF WAR WHICH WERE DESTROYED IN THE BATTLE OF THE BIGHT OF HELIGOLAND.

This sketch shows the strategy of the British commander. The British submarines seen on the right appeared off Heligoland apparently disabled, and the cruiser Fearless seemed to be going to their assistance. When the Germans saw this, they fell into the trap prepared for them, and came out to take advantage of what they imagined to be a fortunate accident. Then, according to programme, the light cruiser Fearless, steaming away, drew them on in pursuit until they came within the circle of the British destroyer flotilla waiting to attack them.

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THE GERMAN TORPEDO CRAFT COMING OUT TO ATTACK THE DECOY SHIP FEARLESS AS THE STRATAGEM DEVELOPED IN THE ACTION OFF HELIGOLAND. When the bait of the seemingly disabled British submarines and of the decoy cruiser Fearless, evidently going to the help of the submarines, had been seen by the German ships, their destroyers and torpedo-boats under the shelter of the fortress of Heligoland came out to the attack, thinking none, steamed in slowly towards the island fortress of Heligoland, in the wake of E6, E7, and E8, which showed themselves as a bait for the enemy. As this little group of vessels neared the island the mist thickened till the limit of visibility was reduced to 5,000 or 6,000 yards. Meanwhile, the other British submarines dived and waited for a chance to attack.

The bait attracted the Germans. Out came first one destroyer, and then some nineteen or twenty, which gave chase to the two British destroyers and the three submarines. A German seaplane rushed up and hovered overhead, then circled and returned to Heligoland, presumably carrying the news that the British submarines were off their guard, and that there was a great opportunity of dealing them a deadly blow. After the German destroyers, a detachment of German light cruisers weighed and put to sea from the neighbourhood of Heligoland. Meanwhile, the British vessels were falling back at their best speed westwards, and drawing the Germans after them. For the best part of two hours the British craft continued their retreat, and as the E submarines, running on the surface, could do sixteen knots, they should have enticed the enemy more than thirty miles from Heligoland.

Success of the decoy manœuvre

Presently, out of the thinning haze ahead there leaped the forms of British warships, racing down at full speed. One by one, to the right and to the left, they came into view, each one as she got within range letting fly with her forward guns at the oncoming German cruisers and destroyers; and before the latter had time to realise their position they found two widespread lines of British destroyers rapidly closing in upon them. The cruiser Arethusa led the destroyers of the Third Flotilla, and the Fearless the vessels of the First Flotilla, in the rush upon the enemy, steering in to cut them off from Heligoland. At 6.53 the first German destroyer was seen from the Arethusa and chased; twenty minutes later the Arethusa and the Third Flotilla were in the midst of eighteen to twenty hostile destroyers, and a furious engagement began.

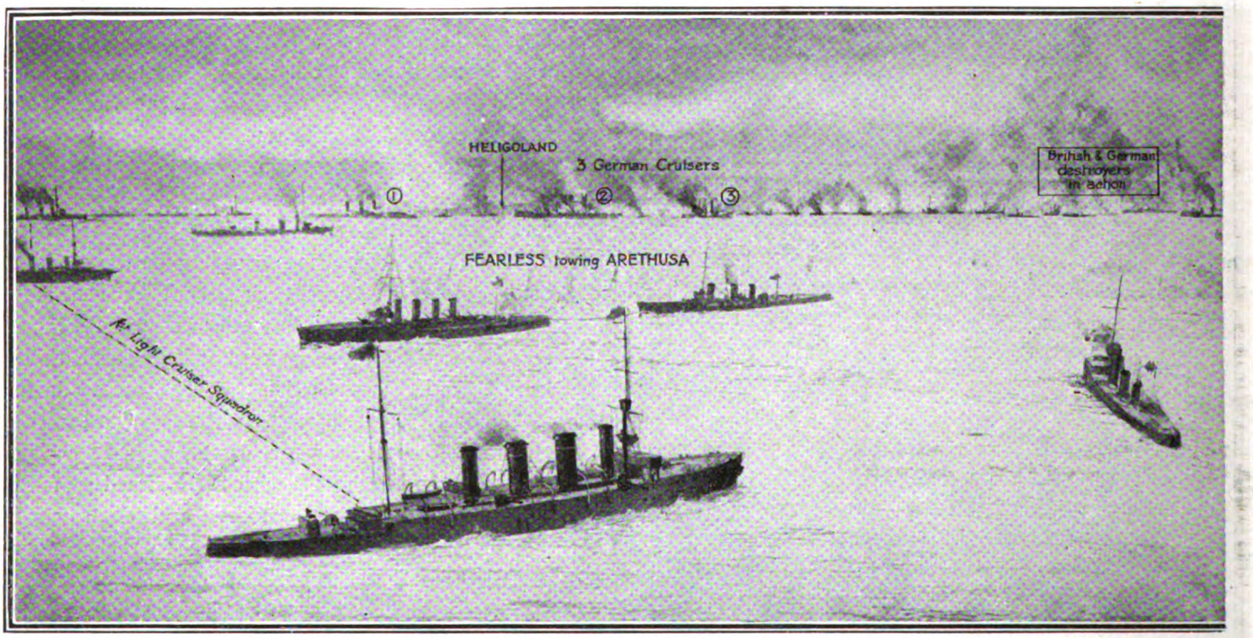
From the time when the opposing flotillas came into contact the story of the battle loses its unity. The large numbers and the high speed of the vessels engaged, coupled with the smoke from the shells and the mist that still hung over the sea, made it impossible for the commanders to retain complete control of their forces, and the action developed into a series of confused encounters in which every vessel did her best in whatever position she happened to find herself.

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The official report of the action gives this summary of the part played by the Arethusa: "The principle of the operation was a scooping movement by a strong force of destroyers, headed by the Arethusa, to cut the German light craft from home and engage them at leisure in the open sea. The Arethusa, leading the line of destroyers, was first attacked by two German cruisers, and was sharply engaged for thirty-five minutes at a range of about three thousand yards, with the result that she sustained some damage and casualties, but drove off the two German cruisers, one of which she seriously injured with her 6 in. guns.

"Later in the morning she engaged at intervals two other German vessels, who were encountered in the confused fighting which followed, and in company with the Light Cruiser Squadron contributed to the sinking of the cruiser Mainz. In these encounters the Arethusa's speed was reduced to ten knots and many of her guns were disabled, and at one o'clock she was about to be attacked by two other cruisers of the German Town class when the British Cruiser Squadron most opportunely arrived and pursued and sank these new antagonists. The armoured protection, speed, and fighting qualities of the Arethusa class have now been vindicated, and this is satisfactory in view of the fact that a large number of these valuable and unique vessels will join the Fleet in the next few months. It must be remembered that the Arethusa had been commissioned only a few days before as an emergency ship, and that the officers and crew were new to each other and to her. In these circumstances the series of actions which they fought during the morning is extremely creditable, and adds another page to the annals of a famous ship."

Brilliant work of the Arethusa



GENERAL IMPRESSION OF THE BATTLE OF HELIGOLAND, SHOWING THE LARGER—This diagrammatic representation shows the battle at its full height—the German cruisers and the British and German destroyers on the sky-line; the disabled Arethusa being towed out of action by the Fearless; and the cruisers and battle-cruisers of the British fleet waiting

The first German cruisers were sighted on the Arethusa's port bow at 7.57 a.m. They were the two-funnelled Ariadne, a vessel of 2,600 tons and 22 knots, armed with ten 4 in. guns, and a four-funnelled ship, which was probably the Strassburg, a vessel of 4,500 tons and 28 knots, armed with twelve 4 in. guns, but which some of those in the British force took for the still larger and more powerful armoured cruiser Yorck, of 9,500 tons, armed with four 8·3 in. and ten 6 in. guns. From these two ships the Arethusa received a terrific fire, until the Fearless came up and drew off the attention of the four-funnelled vessel. The Arethusa now concentrated her attack upon the Ariadne, steering a convergent course. The two cruisers exchanged broadsides, when a fine shot from one of the Arethusa's 6 in. guns struck the Ariadne's forebridge, and the explosion of the 100 lb. lyddite shell shattered that structure and probably killed the German captain.

The German cruisers in action

The Ariadne on receiving this shell acknowledged her discomfiture. She turned away and steamed as fast as she could towards Heligoland, which now came into sight on the Arethusa's bow through the mist about 8.25. The Arethusa had suffered severely. Shells in her hull had damaged her machinery. Of her whole battery but one 6 in. gun remained in action. All her four torpedo-tubes had been disabled and her other seven guns. Her deck was on fire amidships.

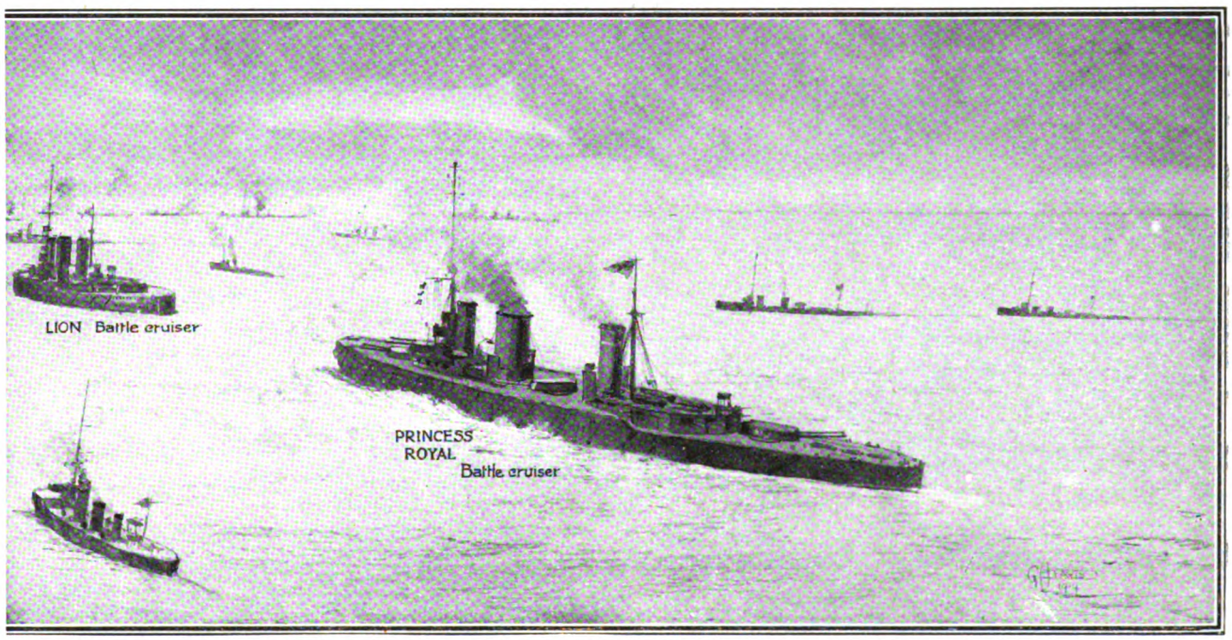
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The signal was made from the Arethusa to turn westwards, and with her destroyers she proceeded on the new course at twenty knots, while the small craft re-formed. Some minutes later it was found that her speed had fallen as the result of the injuries she had received, and all hands were engaged in getting her once more into fighting trim, effecting temporary repairs, and clearing away the wreckage of battle.

Now it was that Commodore Tyrwhitt received a stirring report from his destroyers of the First Flotilla. While he had been so hotly engaged with the German cruisers they, too, had been busy. The leading boat of the German flotilla, V187, a vessel of 650 tons and 32½ knots, armed with two 20-pounders and four machine-guns, had been caught and cut off. She fought with the utmost gallantry and desperation, but the British destroyers were not to be denied. They closed with her, poured in a storm of 31-pounder shells, accurately directed, which tore open her thin sides and water-line. Clouds of smoke and tongues of flame rose from her as the projectiles exploded and swept her crew away. She sank lower in the water, still firing from a single gun; then the fire ceased, and almost at the same moment she sank. One other German destroyer was observed in a water-logged condition, and at least eight or ten more had sustained serious damage, but yet managed to get away.

Punishing the German destroyers

As the V187 went down, the British destroyers of the First Flotilla ceased fire and launched boats to save the Germans who were struggling in the water. This had scarcely been done when a large German cruiser—probably the Mainz—approached and opened a tremendous fire on the boats. Presumably the



—BRITISH SHIPS WAITING IN THE HOPE OF A GENERAL SORTIE OF THE GERMAN FLEET.
In the foreground in the expectation that the German battleships would come out to assist their cruisers and accept the challenge of battle. But the main German fleet preferred the inglorious security of the protection of their land forts.

Germans supposed that the British were intending to board. The destroyers were compelled to fall back before this fire, to which they could make no adequate reply from their weak batteries, mounted in their frail vibrating hulls. Two boats belonging to the Goshawk and Defender were abandoned and left in a situation of deadly peril, in the midst of the Germans and almost under the guns of Heligoland. It seemed as though nothing could save them when suddenly submarine E4 (Lieutenant-Commander E. W. Leir) showed near at hand. She had watched the battle through her periscope, and judged that the moment had come to strike a blow. She proceeded towards the German cruiser, which must have seen her, for as she came on to deliver a torpedo attack the German vessel altered course and vanished in the mist.

Daring rescue by submarine E4

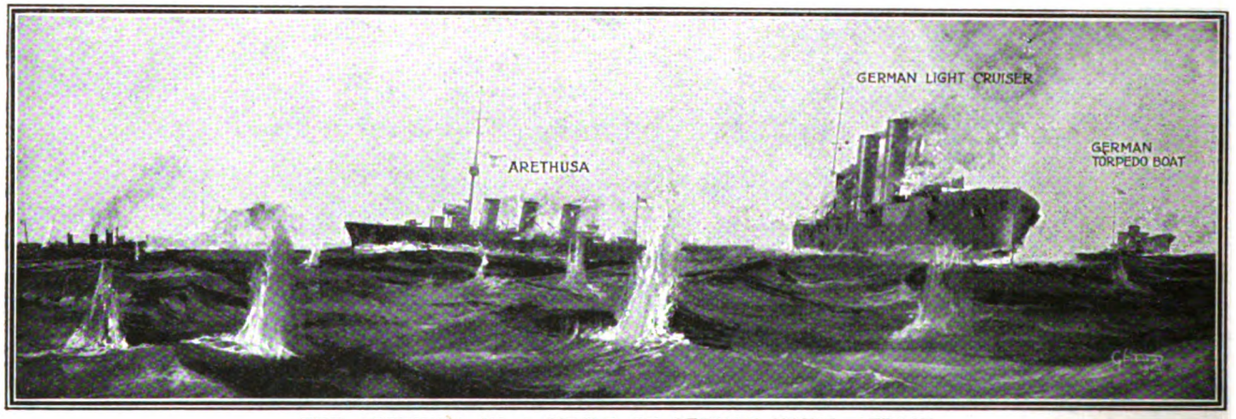
The attack of submarine E4 covered the retreat of the destroyers and saved the boats. As soon as the destroyers were out of sight Lieutenant-Commander Leir moved towards the two boats, and boldly rose to the surface to give them aid. To the officers and men in the British boats she appeared as a heaven-sent deliverer when her grey hull lifted above the water and her hatches were opened. She took on board one British officer and nine men, and one unwounded German officer and two men. She left in the boats one German officer and six men who were unwounded and eighteen badly-wounded Germans, directing the unwounded Germans to navigate the boats to Heligoland.

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Meanwhile the Arethusa, Fearless, and the British destroyers had re-formed, and made every preparation for renewing the battle, bringing up fresh ammunition, plugging shot holes, and getting collision mats over their wounds. At 10 a.m. they received a wireless message from Commodore Keyes to the effect that the Lurcher and Firedrake were being chased by German light cruisers. With the splendid comradeship which distinguished the Navy, Commodore Tyrwhitt at once proceeded to their rescue, supported by the Fearless and the destroyers of the First Flotilla. At 10.37 a.m. he once more reached the neighbourhood of Heligoland. There was no sign of any British vessel, and no signals came in from the Lurcher. At any moment the enemy might have shown in force out of the mist, and he turned westwards for the second time that morning.

The call for battleships

He must have been seen and signalled to the German light cruisers, for at 10.55 suddenly a large German four-funnelled cruiser, which was probably the Strassburg, or the Yorck, loomed up and opened a very heavy fire. The position was critical, and signals were promptly made by wireless to Vice-Admiral Beatty, of the Battle Cruiser Squadron, calling for aid and stating that the Arethusa was hard pressed. Simultaneously, the First Destroyer Flotilla sent out the same summons to the powerful British ships which were waiting in the background. The British Light Cruiser Squadron was at once ordered by Admiral Beatty, commanding the battle-cruisers, to proceed at full speed to the aid of the flotillas. But as two of its five ships had already been detached to support the destroyers and had not rejoined, only three vessels remained available. Admiral Beatty therefore determined himself to bring up his huge Dreadnoughts to the help of Commodore Tyrwhitt. Already he had seen periscopes moving in the water, and had been attacked by three German submarines, but had eluded them by moving at high



THE ARETHUSA IN A CIRCLE OF GERMAN NAVAL ATTACK.

The Arethusa, the flagship of the British Destroyer Flotilla, and her commander, Commodore R. Y. Tyrwhitt, covered themselves with glory during the Battle of Heligoland. Though far outclassed by the weight of metal in her attacking foes, she outfought them and stuck to them when her speed had, by reason of internal injuries, been greatly reduced, and when she had only one gun left undisabled.

speed. He directed the four destroyers which were attached to his squadron to chase these underwater hornets energetically, and at 11.30 he turned towards Heligoland and ordered his squadron to work up to full speed—twenty-seven knots.

While this powerful succour was on its way to the flotillas, the crisis of the battle had arrived. Commodore Tyrwhitt directed the Fearless to concentrate her fire on the big German cruiser, and the First Flotilla to attack her with torpedoes. They closed her, and let go their deadly "metal fishes," but she, perceiving their object, forthwith turned, eluded the torpedoes, and vanished for the time being in the haze. It was not for long, however. Ten minutes later she reappeared and took up a position on the Arethusa's starboard quarter. The Arethusa and Fearless began a furious artillery fight with her, while the destroyers again attacked her with their torpedoes. She concentrated her fire upon the Arethusa. In the words of Commodore Tyrwhitt, "salvo after salvo (from her guns) was falling between ten and thirty yards short, but not a shell struck; two torpedoes were also fired at us, being well directed but short."

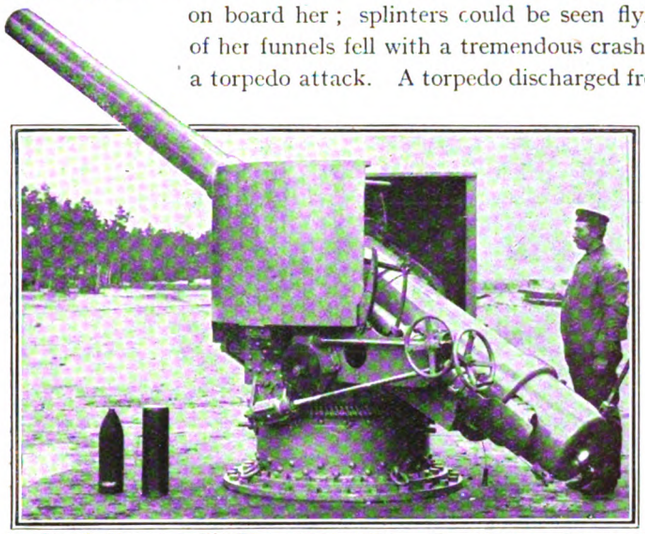
Defective German gunnery

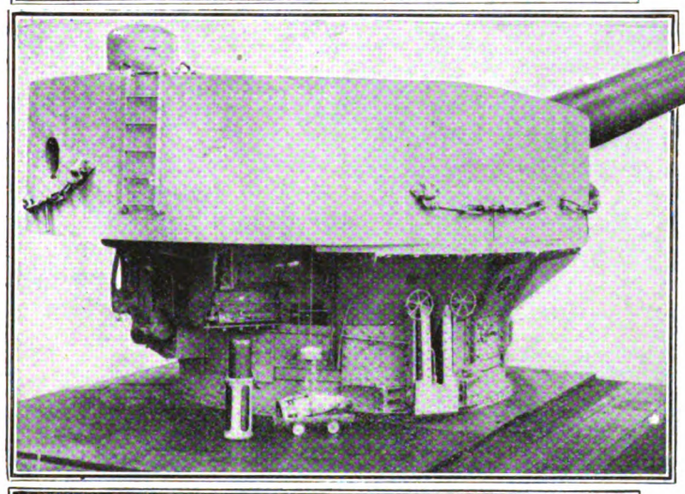
She ought to have sunk the gallant little British cruiser. Instead of doing so, she sustained heavy damage from the Arethusa's 6 in. guns, and from the Fearless's 4 in. weapons, while the destroyers maintained a steady fire on her, which seemed to take effect. After a quarter of an hour of this pounding she turned away and vanished in the mist towards Heligoland. The British vessels did not attempt to pursue her; their position was too dangerous, as they had expended much ammunition and many torpedoes, and had sustained grave injuries.

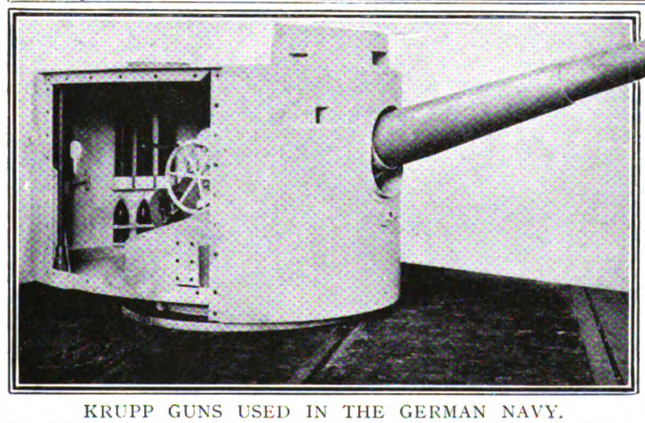
At this juncture yet another large vessel was made out coming up through the mist. She was, in fact, the German light cruiser Mainz, which had already attacked the British boats near Heligoland. The Arethusa and

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Fearless and the destroyers of the Third Flotilla met her onslaught in the most determined manner. Their fire soon began to tell. Slowly, as the British shells swept her, their rapid broadsides died down; fires burst out on board her; splinters could be seen flying from her upper works; her shots went wide. One of her funnels fell with a tremendous crash. The moment had come for the destroyers to deliver a torpedo attack. A torpedo discharged from one of the Laertes's tubes by Petty-Officer Edward Naylor struck her amidships. When the cloud of smoke and foam which rose had vanished, it was seen that one of her boilers had been blown right up from the bottom of the ship and flung upon the deck, where it lay visible to the crews of the British ships. The Mainz was now no little better than a wreck, slowly sinking by the head, on fire in several places, her engines stopped, her deck a shambles.







KRUPP GUNS USED IN THE GERMAN NAVY.

The biggest German naval guns when the war began were 12 in. and the largest battleships—those of the Kaiser class—carried ten of such guns, as well as fourteen 6 in. guns, twelve 24-pounders, four 14-pounder anti-aerial guns, and five torpedo-tubes. The three German super-Dreadnoughts laid down in 1913 and 1914 were specified for eight 15 in. guns, but they were not due for completion until 1916 and 1917. The first two guns (of 6 in. and 8·2 in. calibre) in the photograph above are capable of high-angle fire, while the third is restricted in this respect.

Out of the mist showed two large British light cruisers, Falmouth and Nottingham, the first of the Light Cruiser Squadron to reach the battle. Their 6 in. guns opened a crushing fire on the shattered and sinking wreck. A second funnel fell with one of the masts. The rain of shells reduced the hull of the luckless German cruiser to "a piteous mass of unrecognisability, wreathed in black fumes, from which flared out angry bursts of fire, like Vesuvius in eruption." Her resistance ceased. Blazing in several places, broken in two, the wreck sank lower and lower in the water.

Then, most gallantly, Commodore Keyes, in the destroyer Lurcher, ran in alongside her to take off survivors. "It was a sight," as one of the Lurcher's crew wrote. "One mast and two funnels had gone. We rescued two hundred and twenty-four. She was sinking fast, and standing under her was a very dangerous trick. We had just shoved astern when she listed over to port, and we saw those who were left sliding down the ship's side into the water. Then she dipped, and all the German sailors cheered her down. All over her decks were dead and dying." According to another report, of all the men saved from her only fifty were able to walk—a terrible testimony to the efficacy of British gunnery. As her crew numbered three hundred and seventy-nine, one hundred and fifty-five of her officers and men must have perished in the battle.

The Fearless and the destroyers were now recalled by signal from the Arethusa, and ordered to cease fire and proceed westwards, leaving the Light Cruiser Squadron and the Lurcher to attend to the Mainz. At 12.15 the huge vessels of the Battle Cruiser Squadron arrived on the scene, and proceeded north-eastward towards Heligoland. They came in sight of the Arethusa, engaged with yet another German light cruiser—the Köln—a sister ship of the Mainz, and like her of 4,300 tons, armed with twelve 4 in. guns, and steaming twenty-six knots. She had come up through the

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mist and opened a long-range fire on the Arethusa, which the Arethusa had returned with great spirit, but without visible effect. Now the Köln was to be subjected to the terrible attack of the monster 13·5 in. guns mounted in the battle-cruisers, which fired shells of 1,250 lb. weight, and were capable of making hits at seven miles.

Admiral Beatty with his huge cruisers steered to cut her off from Heligoland, and, as she immediately fled on seeing the approach of these new antagonists, chased her at twenty-seven knots At 12.37 he opened fire, and, though the range was extreme, his guns inflicted great damage upon her and set her on fire. A few minutes later, while the British battle-cruisers were moving at twenty-eight knots, another German ship, the two-funnelled cruiser Ariadne, which earlier in the day had been hotly engaged with the Arethusa, came into sight. She still flew the German flag, and was steaming fast on a course at right angles to that of the Lion, which led the line of British battle-cruisers. The Lion let fly two salvos from her eight 13·5 in. guns, which, in Admiral Beatty's words," took effect and she (the Ariadne) disappeared into the mist, burning furiously and in a sinking condition."



The British ships were ordered to retire, as there was no sign of any further German force at hand. But before retreating, the battle-cruisers circled northward to complete the destruction of the cruiser Köln. The Lion trained two of her turrets, each mounting two 3·5 in. guns, upon the German vessel. Two salvos were fired, each of four 1,250 lb. shells, and as the smoke of their explosion rose from the Köln, it was seen that she was sinking. She went down as a stone sinks, and the four destroyers attached to the Battle Cruiser Squadron, on proceeding to the spot where she had disappeared to rescue survivors, found no one alive. The whole crew of three hundred and seventy-nine officers and men had perished.



THE LIGHTER SIDE OF BELGIUM'S TRAVAIL.
The lower picture shows a party of Belgian civilians, who, armed with spades and marshalled by a gendarme, went forth to dig trenches at Alost, thus saving the energy of the Belgian fighting-men. Belgian villagers were frequently engaged to dig trenches for their own countrymen, and were sometimes forced, at the pistol's point, to dig them for the Germans. The upper photograph shows Belgian cavalrymen peeling potatoes for a midday meal at Etterdeck.

The Battle of the Bight was marked by several curious incidents. In their second report of the engagement, the Admiralty stated that: "The British officers present vouched for the fact that German officers were observed firing at their own men in the water with pistols, and that several were shot before their eyes in these peculiar circumstances." This was stoutly denied by the German authorities; but in addition to the evidence of eye-witnesses, a number of German seamen of the Mainz, picked up by the Lurcher in the water, were found to be suffering from pistol-shot

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wounds, which could only have been inflicted by their own officers. The apparent explanation was that, when the British vessel went to the assistance of the German cruiser, an officer in the cruiser ordered his men to open fire on her, and, on their refusal to do so, shot them down. The men who were shot while actually in the water are believed to have left their ship without orders.

The German Admiralty paid a tribute to the heroism of the British in seeking to assist the wounded and drowning Germans while under fire. "It must be admitted," the report ran, "that the British, without stopping to consider their own danger, sent out lifeboats in order to save our men."





RUSSIAN ROYAL LADIES WHO WORKED FOR THE WOUNDED.
The Tsarina and her daughters worked devotedly as Sisters of Mercy at the Tsarkoe Selo Military Hospital. No distinction was made between them and the ordinary Sisters, and, after attending courses of nursing and surgery, they assisted in operations upon the Tsar's wounded warriors. Above is seen a photograph of the Tsar's four daughters. The photograph on the left depicts the Grand Duchess Elisabeth Feodorovna, who, assisted by members of the dramatic profession, made caravan collections on behalf of the Russian wounded.

Not a single British ship was lost in the battle. The Arethusa was badly damaged. She had about thirty holes in her sides, half her bridge had been carried away, and one of her torpedo-tubes had been smashed. The total casualties of the entire British attacking force were thirty-two killed and fifty-six wounded, while the material damage was so insignificant that within a fortnight all the ships concerned were at sea again.

The Germans, on the other hand, had suffered heavily. Two of their most modern cruisers—the Mainz and the Köln—had been sent to the bottom. The Ariadne, which had also been disposed of, was an older and smaller vessel. The British Admiralty claimed that two of the enemy's destroyers were sunk, but the V187 seems to have been the only vessel of this class actually accounted for; the others, though extensively damaged, being saved principally by their high speed.

Of the losses in men which were inflicted on the enemy we have no precise knowledge. The complements of the four ships known to have been sunk aggregated about 1,060, and of these about three hundred were taken prisoners, while some twenty-four were allowed to go free in the defenders' boats. The remainder—over seven hundred souls—were either killed or drowned; and in addition to these there is the number—unknown, but probably considerable—who were killed in the ships which escaped. Well might the Admiralty describe the action as "fortunate and fruitful!"

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CHAPTER XXIII.

THE FIRST BATTLES IN EAST PRUSSIA.

The Russian Mobilisation—German Hopes of Speedy Victory in the West—Russia's Policy Dictated by Consideration of the West—Russian Invasion of Galicia and East Russia—General Rennenkampf—German Defence of East Prussia—The Stand at Gumbinnen—German Evacuation of Tilsit and Insterburg—Continued Russian Advance—East Prussia Overrun—General von Hindenberg—The Marshland Frontier of Prussia—The Battle of Tannenberg—German Victory

THE Russian mobilisation began on July 25th, and was not completed until August 24th. Even then the concentration of the armies on the European frontiers of the empire was still in progress. As has already been explained in the chapter in which we discussed the general military situation in Eastern Europe, a vast empire like Russia, with a backward railway system, can only put forth its full fighting strength very gradually. The German plan of campaign was based upon an anticipation that the Russian armies would be so slow in taking the field as to leave ample time for a swift campaign on the western frontier of Germany, during which France would be crushed and a large part of the field armies employed in this operation would be set free and could be transferred by rail to the eastern frontier.

This hope was disappointed, thanks to the resistance of the Belgians and the stubborn opposition to the German advance made by the allied French and British armies. France, though defeated at the outset was far from being crushed and the German advance was brought to a standstill in the first days of September. But Russia also contributed to the defeat of the Kaiser's plan of campaign, and at an early stage of the war did not a little to relieve the pressure on France.

The German Staff had counted upon the Russian Army being unable to attempt any serious operations until after the first month of the war. If Russia had acted entirely upon military reasons dictated by her own interests, it is very likely that this forecast would have been verified. The soundest plan would have been for the Russian armies quietly to complete their mobilisation behind the frontier fortresses and along the middle Vistula, and then, when they had their full forces available, move forward on a broad front, with the advantage of superior numbers at every point. But to wait for weeks to complete the concentration of an army of four or five millions would have been to allow Germany to put forth its full force for the attack on France. In their loyalty to the alliance the Russians therefore decided to take



WOUNDED COSSACKS BEING DRIVEN TO HOSPITAL.

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very serious risks, and to begin offensive operations against Austria and Germany before even their mobilisation was complete.

This was possible because for some years nearly two-thirds of the European army of Russia was stationed in time of peace to the west of Moscow, and several of the frontier corps had been kept nearly on a war footing. It was, therefore, possible to concentrate a considerable force for active operations in the first fortnight of the war. In the very first days of the conflict the Russian frontier detachments were employed in harassing the enemy, and in the second week large armies were pushed across the borders of East Prussia against the Germans on the right and of Galicia against the Austrians on the left. In the centre, in that part of Russian Poland which lies west of the Vistula, all that was attempted was to delay the advance of the German and Austrian forces, which in the middle of August advanced from the direction of Posen and Cracow. In this region the Russian Staff had, during the period of concentration, no object beyond the defence of the line of the Vistula. Even if the concentration had been completed earlier, nothing serious could be done in the centre until the enemy's forces had been broken in East Prussia and Galicia. Until these provinces had been successfully invaded by the Russians, an advance westward from Warsaw would expose its flanks and communications to German and Austrian attacks from the north and south. The first serious operations of the Russians were thus in the south, the converging advance of two armies on Lemberg ; and in the north, an invasion of East Prussia. In this chapter we shall confine our attention entirely to the East Prussian campaign.



RUSSIAN DOCTOR IN THE TRENCHES.

The western allies can yield nothing to their great eastern ally in the devotion to duty and mercy shown by their doctors in war. The doctor in the photograph is wounded in the hand, but sticks to his work.





TWO BRILLIANT COMMANDERS OF RIVAL ARMIES.

The photograph in the oval picture is General von Hindenberg, the German commander to whom was due the victory of Tannenberg, in the beginning of September, 1914, and the group in the lower photograph is the Staff of General Rennenkampf with the general himself, the hero of the great Russian raid into East Prussia in August, 1914.

The operations against East Prussia were entrusted to General Rennenkampf, a Russian cavalry general, who was one of the few soldiers who had added to his reputation during the disastrous war with the Japanese in Manchuria. He had directed more than one successful raid of Cossack troops against the enemy, and he had commanded one of the armies in the final struggle at Mukden. His name was popular with the Russian soldiers. He had a reputation for enterprising dash, and was often compared with

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Skobeleff, the young hero of the Central Asian and Balkan campaigns. Of the forces at his disposal it is impossible to make an exact estimate, but it is not likely that he had more than four hundred thousand men in all. These were concentrated along the line of the River Niemen from Kovno southwards, under the protection of the line of fortresses that guards the river crossings.

During the concentration the detachments posted west of the river, along the frontier, were engaged in minor operations against the German troops on the border. These had to stand strictly on the defensive. The greater part of the German army of the first line, or regular troops, was being hurried towards France and Belgium, and General Le François, who was charged with the organisation of the defence of East Prussia, had only at his command a few of the local army corps. These included the 1st Corps (headquarters, Königsberg), the 20th (headquarters, Allenstein), the 17th (headquarters, Dantzic), and the 2nd (headquarters, Stettin)—all of them East Prussians and Pomeranians. These are among the best fighting men of the German Army. But the four corps united would not number quite two hundred and fifty thousand men. To hold their own against Rennenkampf's army they would have to be supplemented by second-line troops—reservists and men of the first levy of the Landwehr organised in new reserve corps, and these formations would take some time to complete. For local defence of the wilderness of lake, marsh, and forest along the frontier hastily-formed detachments of the Landsturm would also be available, but at the outset, in case of invasion, the advantage of numbers would be on the side of the Russians.

The Defence of East Prussia



RUSSIAN COLD STEEL IN EAST PRUSSIA, AUGUST 26TH, 1914.

At Schwansfeld, in East Prussia, a battle was fought between Germans and Russians on August 26th, 1914. The Cossacks excelled themselves by their attack on the Death's Head Hussars. The Russian infantry also proved their superiority over the enemy. After a fierce artillery bombardment, the main Russian forces advanced with the bayonet and enveloped the German left, shattering it. The Germans fled from the trenches and were cut up in small parties. Fifty guns were captured by the Russians on the previous day.

The first fighting between the frontier detachments took place on Monday, August 3rd, when the garrison of Memel repulsed a small column of Cossacks that had made a raid across the frontier. Two days later the Russian frontier guards crossed the border further south at Lyck and Bialla, driving German detachments before them and destroying the railways.

On the 7th this advance was checked by Landsturm detachments, which drove back the Cossacks in the woods about Johannisburg; but on the same day a considerable Russian force, marching from Suwalki, crossed the frontier, and established itself without opposition on the railway line between Lyck and Goldap. The Russians had thus taken possession of the frontier region in the south-east corner of the province of East Prussia, along the main railway line that runs from Warsaw through the lake region to Königsberg

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Rennenkampf's plan of campaign was to advance in two columns, the left column by the line through Lyck and Lötzen, the right column—the stronger of the two—along the main railway line from Kovno, by Gumbinnen, on Königsberg. The Russian movements in this stage of the campaign were constantly watched by German aeroplanes. The Russians possessed far fewer of these modern appliances for reconnaissance, and their flying machines, mostly heavy biplanes, were inferior to the German Taubes, and the flying men, conscious of their lack of speed, were much less enterprising. The German plan of campaign was to delay the advance of the left column through the lake and forest region by the operations of Landwehr and Landsturm detachments, and to fight a decisive battle against the right column on the northern line. The place chosen for this stand was at Gumbinnen. Here the railway line, running east and west, and the old high-road beside it, cross the marshy hollow of a little river in the midst of a tract of densely-wooded country. The western bank of the river was heavily entrenched, and thousands of trees were cut down to form long lines of abattis—that is, obstacles constructed by laying the trees with their branches to the front, and entangling them with barbed wire. Probably over 200,000 men were concentrated for the defence of this hurriedly fortified line. When the work was begun it was not expected that any serious attack could be made on the position by the Russians before the beginning of September.



MASKED GUNS TURNED ON THE RUSSIANS AT TILSIT.

Prussian civilians on the Russian frontier adopted many ruses to take the Russians at a disadvantage. Russian soldiers were in Tilsit market-place buying hay when a long train of hay and straw carts halted in the square. The Prussian peasants hurried round them, seized hidden rifles, and then machine-guns, hidden in the carts, were suddenly turned on the unsuspecting soldiers of the Tsar. Prussian precept where civilians were concerned was at marked variance with Prussian practice.

But Rennenkampf had decided to act at the earliest possible moment, even before his own concentration was quite complete. In the second week of August he began the general movement of his army from the Niemen to the immediate neighbourhood of the frontier. On August 14th the rapid reinforcement of the Cossack vanguard on the Prussian side of the border, and the reports brought in by the airmen, warned the Germans that the enemy's advance in force was imminent. On the following day Rennenkampf crossed the frontier on a broad front right and left of the Gumbinnen railway line, while his southern column, under General Samsonoff, another distinguished leader of the Manchurian War, crossed the border farther south, and began to advance by way of Lyck through the lake region. In the following days both columns met with a desultory resistance from German detachments, which fell back slowly before them through the woods.

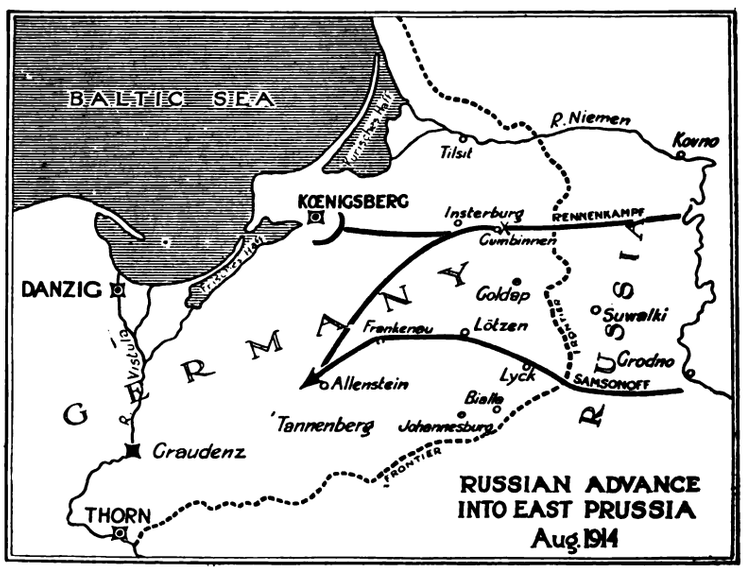
Meeting of Rennenkampf and Samsonoff

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MAP SHOWING THE FRONTIERS OF GERMANY, AUSTRIA, AND RUSSIA.

On Monday, August 16th, Rennenkampf had cleared the country up to the Gumbinnen position, and found his further progress arrested by the entrenched line held by the Germans. According to Russian reports, the enemy's force was made up of three army corps —probably the East and West Prussian Corps, the 1st, 17th, and 20th. Allowing for the probability that some of the reserve formations and local defence detachments had joined them, they would be at least 150,000—and perhaps 200,000—strong. At Gumbinnen the first great battle of the campaign took place. It lasted for four days, from August 17th to 20th, but the serious fighting took place on the last two days. The battle began with an artillery duel, gradually extending along a front of many miles, the marshy river hollow separating the two battle fronts. During this first phase of the fight Rennenkampf was occupied in feeling the enemy's position along the front, and reconnoitring to right and left through the wooded country with a view to a turning movement. At some points where it was thought a weak spot had been found in the line, local frontal attacks were attempted; but these invariably failed, and the Germans captured a number of prisoners. On the strength of these partial successes the Berlin papers announced a Russian defeat. But the real attack began on the 19th. Using his superiority of numbers, Rennenkampf attacked all along the front in order to keep the enemy fully occupied, while on the left one of his army corps made a wide turning movement through the woods round the German right, and, pushing back the forces that had been hurried to the point of danger to oppose it, succeeded in the evening in penetrating to the right rear of the enemy's defences. Next day the victory thus prepared by the successful flank movement was completed. Rennenkampf, steadily



LINES OF THE FIRST RUSSIAN ADVANCE IN EAST PRUSSIA.
The heavy lines indicate (1) General Rennenkampf's advance from the River Niemen to Insterburg, whence a dash was made to Königsberg; and (2) General Samsonoff's march from Grodno. With the exception of the men detached for Königsberg, the Russian armies joined forces at Allenstein.

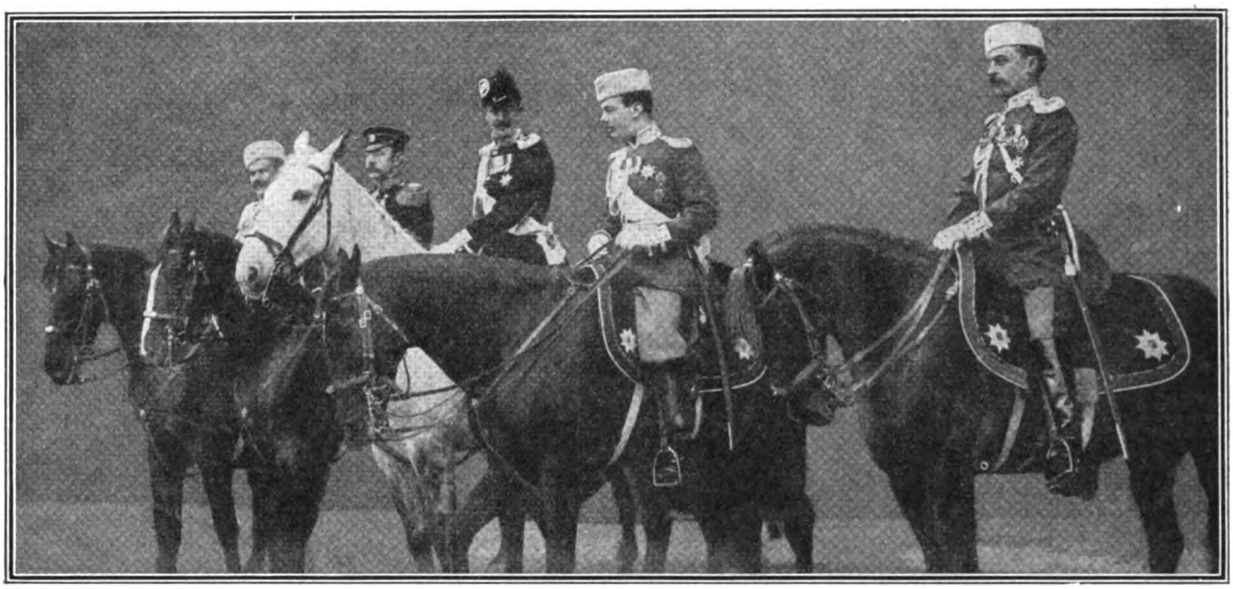
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reinforcing his left, enveloped and rolled up the German right, cutting off and capturing thousands of prisoners and many guns. The collapse of the German right and the Russian advance on this side endangered the line of retreat, and in the afternoon a general retirement began. The Germans fell back along the railway, pursued by the victorious Russians, and after a brief rearguard fight abandoned the great railway junction at Insterburg, though much labour had been expended in entrenching the ground to the east of the town.

The Prussians evacuate Tilsit

On the same day the Germans evacuated Tilsit, further north, and the place was occupied without opposition by a Russian detachment from the neighbouring frontier. The occupation of Tilsit and Insterburg gave Rennenkampf the command of a second line of supply by the railway running northwards from Insterburg Junction.

No such serious opposition was offered by the Germans to the southern column. There were a number of small engagements, in none of which the Germans made any obstinate defence. They were mostly intended to be mere delaying actions. Lötzen was occupied by the invaders, and the little Fort Boyen, on a neighbouring hillock, barring the pass by which the railway line runs between two lakes, was forced to surrender after a brief bombardment. There was a most serious fight at Frankenau, where Samsonoff defeated a considerable German force, capturing some guns. This success brought the Russian left column safely to the north of the difficult lake region along the frontier, and it was able to get in touch with the right or main column under Rennenkampf.



OFFICERS OF SCOTTISH DESCENT FIGHTING FOR THE TSAR.
In the history of the Russian Army appear the names of many Scots, French, Swedes, and even Germans. All will readily recall the famous instance of Marshal Keith. To-day, when soldiers of fortune, as they are called, are not so numerous as of old, there remain in the Tsar's Army many men whose names betoken their foreign descent. Of the officers in the above photograph three bear Scottish names—Colonel Gillivray (on the extreme right), Colonel Robertson (next to him), and Major-General Ross (fifth from the right).

After the Battle of Gumbinnen, the Germans in the north of East Prussia had fallen back on Königsberg without again risking a serious engagement. By the end of August they were under the cover of its advanced forts. Rennenkampf had detached some of the corps from his right to blockade Königsberg on the land side. With the rest of his army he joined hands with his left column and marched south-westward in the direction of the Lower Vistula. Allenstein, the headquarters of the 20th German Army Corps, was occupied without resistance. It was an important station for the German Flying Corps. Before evacuating the place the garrison sent away the airship and aeroplanes stationed there, and burned the big Zeppelin airship shed.

Russian occupation of Allenstein

By the end of August the invaders had occupied nearly the whole of East Prussia. The inhabitants of farms and villages had taken to flight in panic at their approach, some of them going as far as Dantzic, which was crowded with a quarter of a million of fugitives. The rapid success of the Russians led to the most exaggerated reports. It was said that they were advancing in overwhelming numbers towards the Vistula, and about to attack the fortresses of Graudenz and Thorn, and that Königsberg had been completely invested. This last news was obviously untrue, for Königsberg is linked with the Frisches Haff and the sea-coast by its western forts, and could not be blockaded unless by an enemy who had command of the Baltic. All that the Russians had been able to do was to entrench themselves before the eastern front. Rennenkampf, with the field army, had advanced a

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little beyond Allenstein, and before he could reach the Vistula he would have to traverse a belt of difficult country, abounding in lakes, marshes, and woods, round Osterode, Tannenberg, and Eylau.

Though apparently he had swept all before him, his position was, in fact, becoming difficult, and his action in pushing so far could only be justified on the ground that the whole invasion of East Prussia was a demonstration in force, intended to alarm the Berlin General Staff into keeping back for the defence of the eastern frontier troops that would otherwise have been sent to France. Strictly speaking, the whole movement was a premature enterprise, with, to use a familiar expression, a good deal of bluff about it. But the complete collapse of all resistance after the victory of Gumbinnen gave Rennenkampf the idea that he might safely push still further forward—though he was too good a soldier to be influenced in any way by the current reports that the Russian army would be able to make an almost unopposed march to Berlin.

By the end of August the Germans were preparing for a very effective counter-stroke. Of the troops that had retired into Königsberg, only enough were left in the place to stiffen the garrison. The rest were transferred by sea and by the coast railway through Elbing to Dantzic and the Lower Vistula. Along the river a large army was being concentrated for the reconquest of East Prussia. General von Hindenburg had taken command of it. He is one of the most remarkable soldiers of Germany. At the beginning of the war he was on the retired list. He had fought as a young soldier in the war of 1870. When he rose to the rank of general, he commanded for some years army corps in East Prussia, and he made a special study of the military possibilities of the district. More than once at the great manœuvres he had won victories in the frontier lake region, entangling his opponents in the wilderness of marsh and pool, drawing them on to ground where their gun wheels sank in the swamps, and their infantry was driven waist-deep into the water. After his retirement from the Army, he made his home in East Prussia, and travelled over every square mile of the lake region. In these excursions his motor-car was often accompanied by a fully horsed field-gun, borrowed from the garrison of Königsberg or Allenstein. He would use this gun for elaborate experiments, finding out by actual trial where it could be driven through the shallow lakes, or where their muddy bottoms made it impossible for horses and wheels to pass. He spoke of the district as the natural defence of the frontier region. A few years ago it was proposed to carry out an extensive project of





GERMAN OUTPOST SCENES IN EAST PRUSSIA NEAR THE RUSSIAN FRONTIER.
While in the first of the above photographs the German soldiers, snatching brief repose in the more or less uncomfortable surroundings of an inn in East Prussia, have the appearance of men utterly weary, their comrades on outpost duty, pictured in our second illustration, appear to be enjoying a spell of leisure pretty thoroughly. Illustrated papers are very popular with all soldiers, but quite early in the war a grave protest was raised in Germany itself against the ribaldry of its so-called "comic papers." Soldiers face to face with the foe saw things more in perspective than irresponsible artists in towns and cities so far safe from attack.

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POLE FIGHTS POLE ON THE RUSSIAN FRONTIER. In the early hostilities in East Prussia Polish infantry in the German service were called upon to fight men of their own race but under the Russian flag. Our first illustration shows a section of these men—all crack shots—in the rifle-pits along the frontier. The Russian Poles were splendidly loyal to the Tsar. The second photograph is of a captured Russian quick-firing gun in its transport cart.

reclamation. Canals were to be made through the country, lakes and marshes drained, forests cut down, and hundreds of square miles of the wilderness turned into valuable agricultural land.

General von Hindenburg fiercely opposed the project. He went to Berlin and begged the Kaiser to veto it, telling him that whatever might be the commercial value of the land reclaimed, the destruction of this wide belt of wild country along the frontier would be a sacrifice that no money could repay. It would be like throwing down the ramparts of a great fortress in order to find room for some cabbage gardens, he said, for the lake region was the natural rampart of Germany towards Russia. He had his way, and the project was abandoned. It was on account of his intimate knowledge of the military possibilities of the country that he was entrusted with the command of the army destined to operate against Rennenkampf. It is very seldom that a soldier has the chance of repeating in real warfare, and on the same ground, the victories won in mere blank-cartridge battles at manœuvres. This was what Von Hindenburg was now to do.

Von Hindenburg's counter-move

In the last days of August and the opening days of September he was massing his forces about Osterode, Tannenberg, and Hohenstein, small towns and villages in the lake district, on the main railway line from Thorn and Graudenz, on the Vistula, to Allenstein. Troops were drawn from the Vistula garrisons to reinforce the army, and heavy artillery was brought up by rail, and a large quantity of motor transport by road.

The position taken up by Von Hindenburg barred the further advance of Rennenkampf from Allenstein. The line held by the German troops was not a boldly marked position like that of Gumbinnen. Indeed, to an ordinary observer, there were no features to distinguish it from several similar tracts of country in the frontier district. Probably Rennenkampf thought his opponent had chosen it chiefly because the junction at Osterode gave him facilities for bringing up reinforcements and supplies. But Von Hindenburg had selected it on account of his own special knowledge of the ground. He would fight where he could extend his line by taking into it some of the lakes which he had found by experiment to be complete obstacles to any hostile movement. The ground behind his line was easily traversed from right to left, so that he could rapidly reinforce a flank during the battle. The ground in front, though to the ordinary observer it was much of the same character as that which he held, was

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A village scene in East Prussia after a battle. A shopkeeper is seen carrying on his business in the street after his shop had been shattered by shell fire.

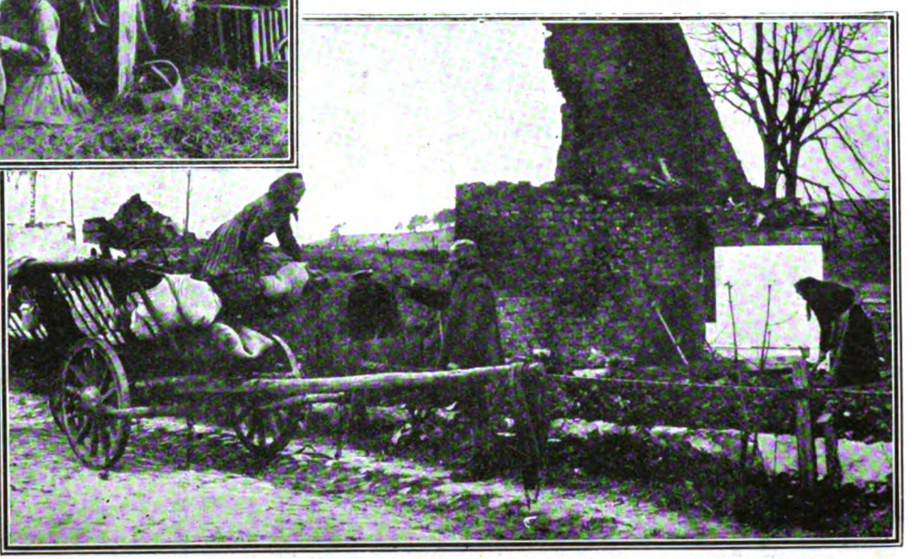




Prussian refugees leaving their homes before the Russian advance. (In centre: A group of Prussian peasants who were forced to make their home in the fields.)



All that remained of a farmhouse in East Prussia. The pigs made the best of it; but the ravages of the war had made an impression on their owner's features.



Pathetic scene in East Prussia. Fugitives returning to find their home in ruins as the result of a recent battle in the vicinity.

GERMANY EXPERIENCING IN EAST PRUSSIA SOMETHING OF THE TERRORS OF WAR WHICH SHE FORCED UPON BELGIUM.

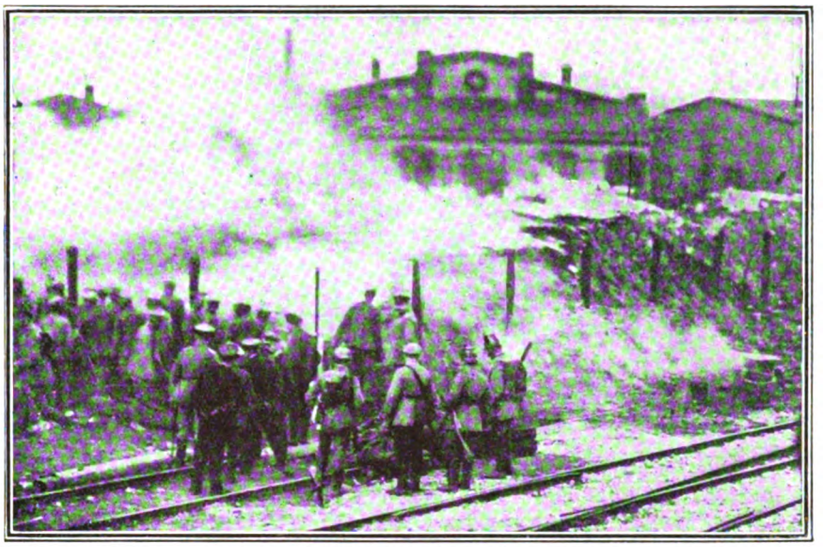
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really cut up by tracts of soft, marshy land and swampy pools, which would make movement difficult; and behind its right there was a tract of marshy forest, with numerous small lakes, that would make the retirement of any large force in that direction exceedingly difficult, and the hurried retreat of guns and transport waggons practically impossible.

The Battle of Tannenberg lasted three days, and about a quarter of a million men were in action on each side. But nevertheless it was more than a fortnight before the greater part of the world knew that this great battle had been fought and won by the Germans. There were no war correspondents with either army, and for some time the Russian official despatches made no mention of the action. References to a great Russian defeat in the German Press which found their way to England were treated by most people as fiction.

It would seem that at the outset Von Hindenburg was inferior in numbers to the invaders, but he was reinforced by railway during the three days' fight. From the outset he was stronger in artillery than his opponents. Heavy guns had been brought up from the Vistula fortresses, and batteries of field artillery had been borrowed from the army corps on the Posen frontier. "The Germans crowded their guns into the line as if they were rifles," said a Russian officer. This concentrated fire of artillery proved particularly telling against the Russian frontal attacks on the first two days. Some of these attacks, however, were locally and temporarily successful. Several villages along the front were stormed with the bayonet, but it was difficult to hold them under the downpour of high-explosive shells, of which they were at once made the target.

During this stage of the battle Von Hindenburg was fighting on the defensive, with a view to wearing down the energy of the attack before striking the decisive blow. Realising



COAL-HEAP ON FIRE AT ANGERBURG STATION, EAST PRUSSIA.
Set on fire by Russians, it was found impossible to extinguish it with water, so the Russian prisoners were set to work to shovel it away. The mineral was badly needed by the Prussians.



SCENE IN THE MARKET PLACE OF PHILIPPOVO, EAST PRUSSIA.
The Landsturm officer (who in private life was a portly member of the Reichstag) is seen interrogating a civilian charged with some petty theft.



FORAGE FOR PRUSSIAN CAVALRY AT GOLDAP, EAST PRUSSIA.
The waggons were drawn up in readiness for despatch to the scene of the fighting.

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RUSSIAN PRISONERS OF WAR IN EAST PRUSSIA ON THEIR WAY TO AN INTERNMENT CAMP.



RUSSIAN PRISONERS UNDER GERMAN GUARD.
The sides of the transport waggon were covered with crude drawings and comments in chalk.

the difficulty of forcing the position in front, the Russians tried to extend their line to the southward and envelop the German right. Superior knowledge of the ground enabled Von Hindenburg to stop this flank movement with a much smaller force well posted in the defiles of solid ground between the lakes and swamps. Meanwhile, he was preparing a counter-attack on the other flank.

On the second day a daring Russian aviator, wheeling high in the air above the woods, saw what at first he took to be long columns of transport waggons moving rapidly along the rear of the German position from centre to left. Venturing closer, he found that these were not supply or ammunition columns, but long strings of motor-vehicles of all kinds, from motor-'buses to taxi-cabs, conveying infantry to the left, and rushing back empty to bring up more. His report was delivered in time to enable



RUSSIAN PRISONERS INTERNED AT FÜSTENBURG, IN GERMANY, WERE EMPLOYED AS SCAVENGERS IN THE STREETS.
It was the German idea that prisoners should not only be made to work for such keep as was provided for them, but that they should do all the unpleasant and menial labour to which they could be set.

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THE ADVANCE OF THE RUSSIANS INTO EAST PRUSSIA.
The larger photograph shows the Cossacks entering the town of Luck, in East Prussia. Their behaviour was most exemplary and in marked contrast to that of the Germans in Belgium and Northern France, who copied all too faithfully the Kaiser's injunction to spare not and to make the German name feared by the inhabitants of the country which they harried. The smaller photograph is of the Langen Markt and Rathaus at Dantzic, which historic German town was threatened by the first Russian advance into East Prussia.

the Russian Staff to order a reinforcement of the right, and on this flank the fighting that decided the battle began in the afternoon of the second day, Von Hindenburg weakening his centre in order to accumulate a superior force for the flank attack. The enveloping movement on this side, begun in the later hours of the day, was carried on during the night.

At sunrise on the third day the Russian right was turned, and the collapse of their line began. As they gave way from right to left under the converging pressure of front and flank attacks they found that it was a difficult matter to extricate themselves from the wilderness of woods, lakes, and marshes in which they had given battle. Three Russian generals fell in the final struggle —Samsonoff, Pestitsch, and Martos. Tens of thousands of prisoners and scores of guns were taken. The Germans claim that of the five army corps which formed the enemy's main battle-line they destroyed three and a half. The large number of Russian prisoners of war reported as being interned in Germany in September came almost entirely from the battlefield of Tannenberg. It was the most complete victory won by the Germans in the opening phase of the war.

Its immediate result was the precipitate evacuation of East Prussia by the invaders. Rennenkampf extricated the remnant of the army that had fought and failed at Tannenberg from the dangerous lake region. The force that was masking the eastern forts of Königsberg was ordered to withdraw. A column that had been moving towards Dantzic and the Vistula delta received the same orders. The general line of retreat was on Insterburg Junction.

Near Insterburg Rennenkampf fought a rearguard action, which Von Hindenburg claimed as a second victory. But there is no doubt the Russians fought only in order temporarily to check the pursuit. After the battle Rennenkampf fell back by Gumbinnen, recrossed the frontier, and retreated to the line of the River Niemen. Here large reinforcements were awaiting him.

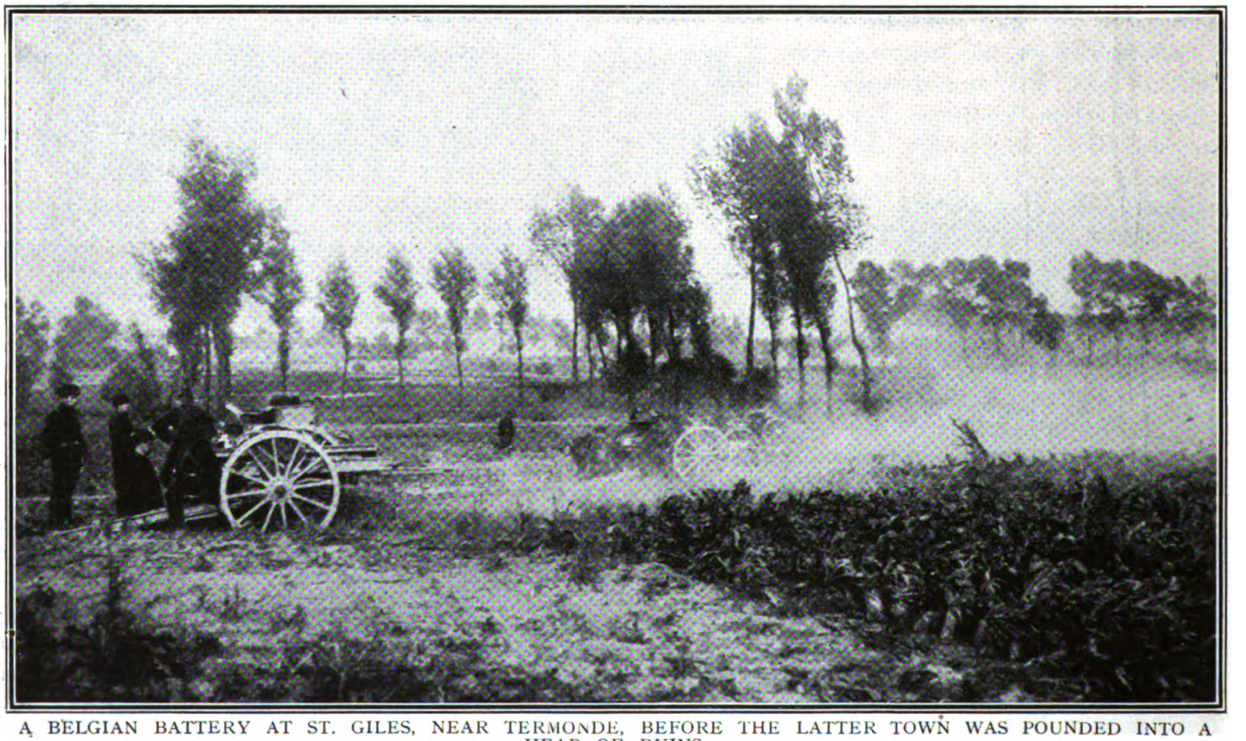
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BELGIAN ARTILLERY IN ACTION AT ALOST DURING THE GERMAN ADVANCE THROUGH BELGIUM.



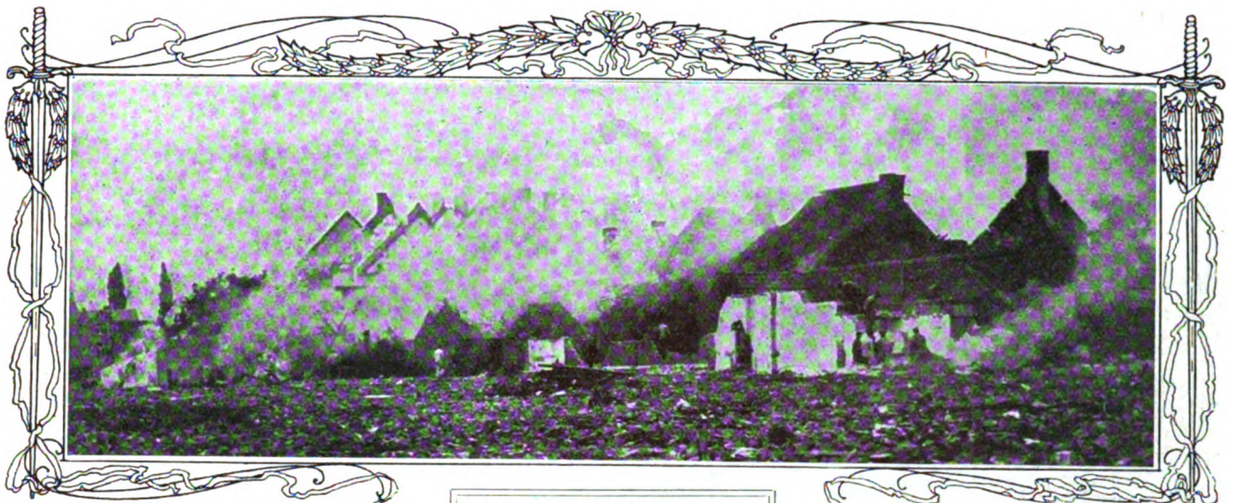
WITH THE BELGIAN GUNS NEAR AUDOGOM, WHICH IS SEEN BURNING IN THE DISTANCE ON THE LEFT.



A BELGIAN BATTERY AT ST. GILES, NEAR TERMONDE, BEFORE THE LATTER TOWN WAS POUNDED INTO A HEAP OF RUINS.

During the German pressure on Belgium the soldiers of King Albert performed many prodigies of valour, but they were driven back by the overwhelming odds of men and by the heavy artillery which the invaders were able to bring up against them.

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CHAPTER XXIV.

THE AGONY OF BELGIUM—HOW HER CITIES AND TOWNS WERE LAID DESOLATE.

The Brand on the Brow of German Culture—The German Movement from Brussels Westward—The Advance Screen and the Main Army—Mistaken Trust in Namur's Powers of Resistance—Military Reasons for General Joffre's Policy—Ostend's Anxiety—German Policy of Terrorism—Incendiarism, Looting, Murder, and Drunkenness—Massacres in Aerschot—The Crime of Louvain—German Atrocities at Malines, Termonde, and Melle—To the Gates of Ghent.

"*LOUVAIN, Malines, Termonde. These are names which will henceforward be branded on the brow of German culture.*"—Mr. Asquith at Edinburgh, September 18th, 1914.

Simultaneously with the German occupation of Brussels on August 20th, 1914, a determined advance was made all along the line. Strong forces, numbering over a million men, had been concentrated behind the right bank of the River Meuse. These now swept forward with speed and precision. By August 23rd four hundred thousand troops had passed through Brussels westward. Still stronger forces traversed the country to the south, without touching the Belgian capital. These vast armies were handled, it may be freely admitted, with extraordinary efficiency.



BELGIAN SOLDIER OPERATING A MACHINE-GUN against the advancing Germans between Termonde and Audogom as they pressed southwards after the occupation of Brussels.

Motor traction was utilised to an extent hitherto unknown in warfare. Heavy guns, larger and of greater range than ever before employed in regular field operations, were moved forward with ease and rapidity, keeping up with the main armies. Infantry were hurried from point to point in fleets of motor-trolleys. The supply of ammunition for big guns and small arms was so skilfully carried out with motor-vehicles that, save for a short period over one limited front, the German armies although fighting day by day hundreds of miles away from their permanent base, seemed abundantly supplied throughout the constant battles that followed.

Large bodies of cavalry—Uhlans and hussars—and companies of military cyclists moved ahead of the main army. Their work was to reconnoitre, to keep touch with the enemy, and to strike terror into the heart of the civil population. They carried out their task without scruple and without mercy, striving to instil in Western Belgium and Northern France the fear which the Uhlans had caused in Eastern France in 1870. Behind this screen the main armies moved forward in different directions. One small force advanced towards Antwerp, to hold the Belgian field army in check. Another force

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moved in the direction of Courtrai, with its right wing towards Ostend and the coast, and its main body marching on Roubaix and Lille. The principal German advance was made between Enghien and Dinant. An overwhelming attack was concentrated upon the fortress of Namur and upon the French troops holding the position in the triangle where the Sambre and the Meuse meet. In the North of Belgium the Germans were in weak force. To the west and south they were everywhere in very great strength. Thanks to the admirable railway system of South-Western Belgium, they could move immense numbers from point to point with the maximum of ease and speed.

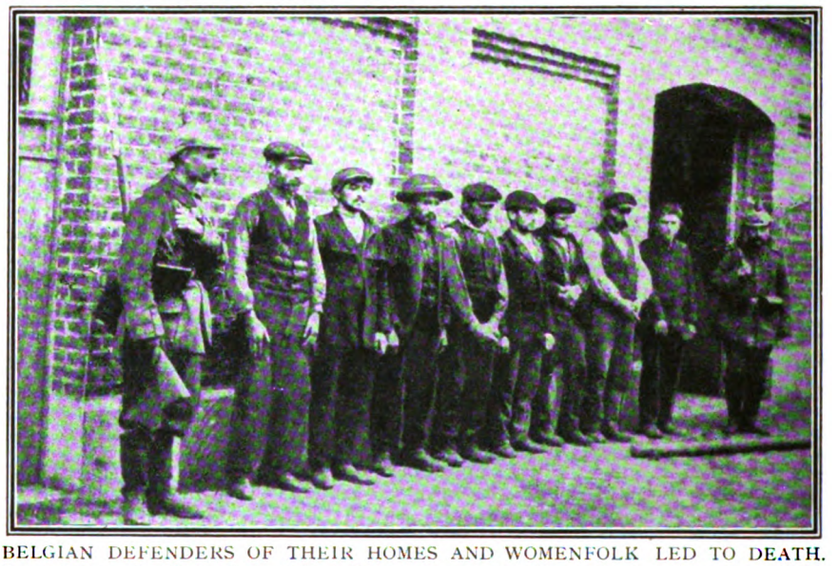
The Allies now depended for the defence of Belgium mainly upon the fortresses of Antwerp and Namur. Some 70,000 men of the Belgian field army still remained in line, and kept in constant touch with the Germans to the north. While this army was a source of annoyance to the Germans, and a menace to their lines of communication, it was not numerous enough to affect the main military operations. At the most, it could occupy one or two German army corps. Namur might, however, it was thought, play a vital part in military operations to the west.



The fortifications of Namur were constructed by General Brialmont on corresponding lines to those of Liège, and consisted of a ring of steel and concrete forts, linked up by field works, and mutually protecting one another.

Liège, despite the fact that it was inadequately manned, had held the Germans at bay for thirteen days. There had been more time to put Namur in a complete state of preparation, and the Belgian garrison was aided by a French force occupying the country immediately behind it.

The French were unable to move speedily to the aid of the Belgians because they had mobilised and deployed their forces in the belief that the main German attack would come through Alsace-Lorraine and Luxemburg—through the country east of the Meuse. When it became evident that the Germans meant to march through Central and Western Belgium, much time was required to modify the dispositions.



BELGIAN DEFENDERS OF THEIR HOMES AND WOMENFOLK LED TO DEATH. Franc-tireurs—that is, combatants in civilian dress—are according to the stern laws of war, liable to be shot if caught, and are not treated as prisoners of war. In shooting in cold blood non-uniformed Belgians who offered them armed opposition the Germans acted within the licence of war, but they went far beyond the licence of war when they executed large numbers of innocent civilians because of alleged attacks by a few individual franc-tireurs.

General Joffre would have courted swift and complete defeat had he ordered a weak army to advance into Belgium to the help of King Albert. While French troops were being transferred from the eastern to the northern frontier, while the British Expeditionary Force was moving to the scene of action in Belgium, the French Staff hoped that the German advance would be so delayed by the two fortresses of Namur and Antwerp that a sufficient allied force might be able to concentrate and succour Belgium.

As yet the inability of steel and concrete forts to resist the huge projectiles of the German 8·2 in. and 11 in. howitzers had not been clearly demonstrated, despite the fall of Liège. The lesson was only learnt when Namur was taken after an attack lasting little more than twenty-four hours—an event which falls within the main campaign, and will be treated there. The loss of this place was a great disaster, since, when it had passed into German

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THE HORRORS OF WAR IN THE VILLAGE OF CORTENBERGH, BRABANT.

Mr. A. J. Dawe, of Oxford, who was in Belgium during the German invasion, gave, in "The Times," an account of the way in which the Kaiser's troops carried fire and sword through the village of Cortenbergh, in Brabant, on August 28th, 1914. "The men who were guarding us," wrote Mr. Dawe, "told us that from certain houses shots had been fired by civilians, and that several Uhlans had been killed. They began upon the houses from which the shots were supposed to have been fired. These houses were soon splitting with fire and shooting up great flames. The women and children were herded together and set aside. We heard the quick sounds of rifle-shots as the escaping civilians were picked off. It was a terrible and brutal business.' Mr. Dawe and his companion had to watch whilst the work of destruction went on for three awful hours. A group of the women and children and old men is seen in the left foreground of the above drawing.

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WHERE GERMANY STAYED HER RUTHLESS HAND—THE FAMOU

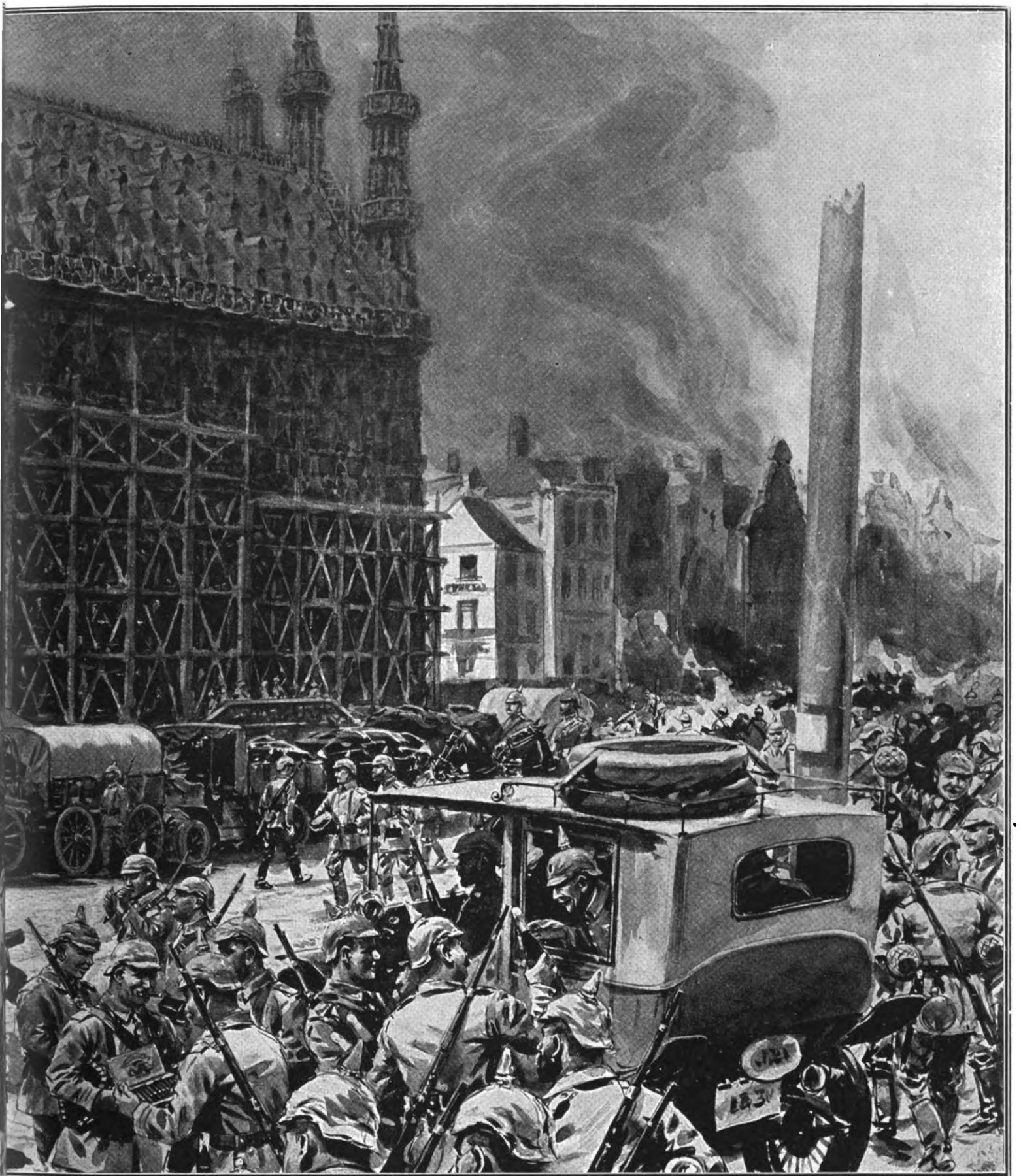


The sack of Louvain, on August 25th-26th, 1914, aroused the indignation of the whole civilised world. On the evening of the 25th a German corps, after receiving a check, withdrew in disorder into the town. A German guard fired on their routed fellow-countrymen, mistaking them for Belgians. Without inquiry, and at once assuming that the inhabitants had fired on them, the German commander-in-chief announced that the town would be immediately destroyed. The people were ordered to leave their dwellings; a party of the men were made prisoners, and the women and children put into trains for an unknown destination. Several notable citizens were shot.

The splendid Church of St. Pierre, the university buildings, founded in 1426, the library, and scientific establishment were delivered to the flames. A town of 45,000 inhabitants, the Oxford of the Low Countries, was reduced to a heap of smoking ruins. While the town was burning, according to an eye-witness, the German officers dashed

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US HOTEL DE VILLE SAVED WHILE LOUVAIN WAS BURNING.

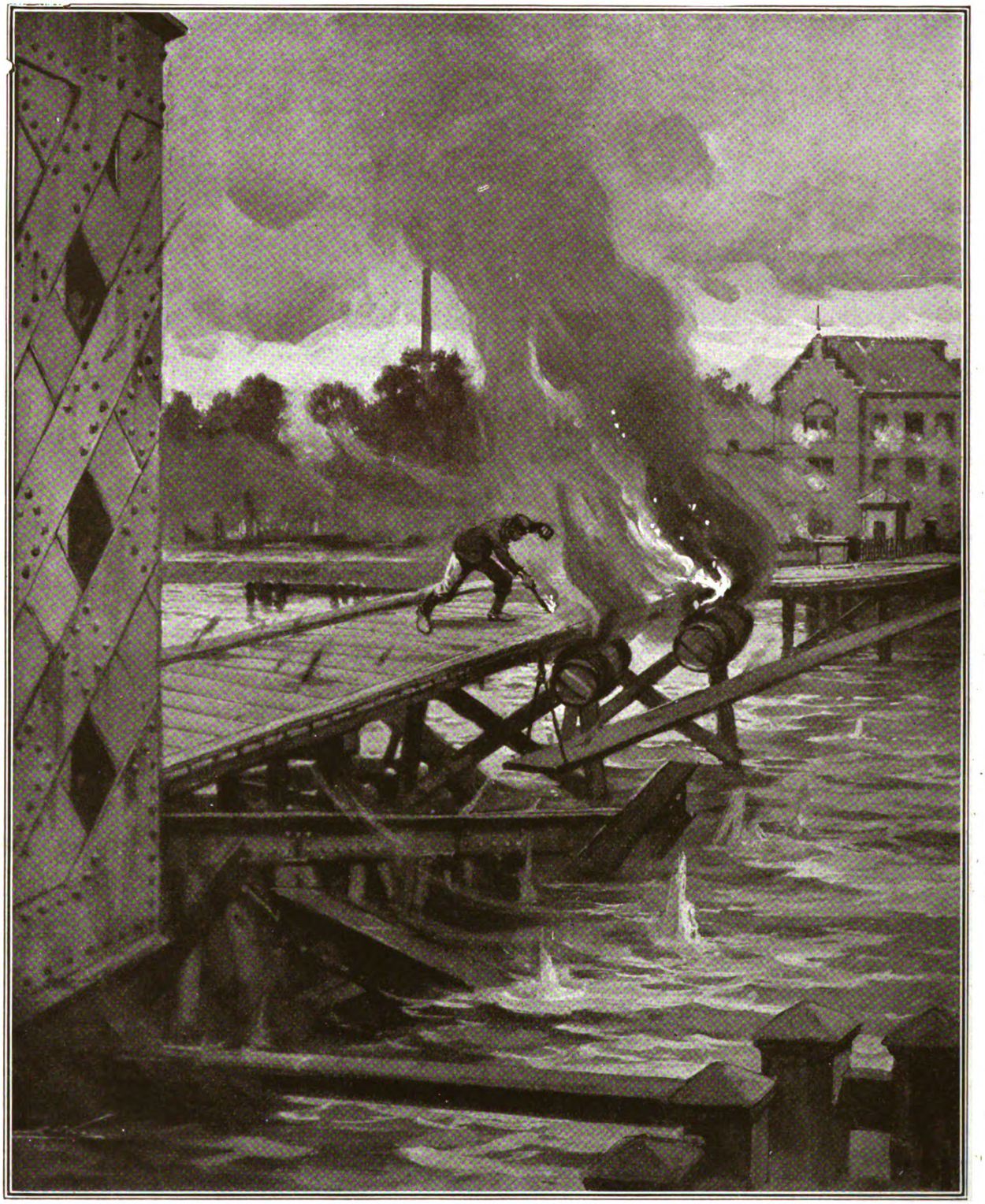


about the streets in fine motor-cars. They were described as well-dressed, shaven, and might, to all appearance, have been assisting at a fashionable race-meeting.

The soldiers looted everywhere. Champagne, wine, cigars—everything of value was carried off. The Hotel de Ville, dating from 1448, was the only building saved. This was surrounded by German baggage waggons, as shown in the above illustration, which was drawn from particulars supplied by Mr. A. J. Dawe. While the houses around were burning a German canteen was set up for the distribution of looted liquor; and wine and cigars were carried round by soldiers for their officers.

The Kaiser afterwards said his heart bled for Louvain; but the Berlin authorities caused it to be announced that "the only means of preventing surprise attack from the civil population had been to interfere with unrelenting severity, and to create examples which by their frightfulness would be a warning to the whole country."

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HEROISM OF A YOUNG BELGIAN CORPORAL AT TERMONDE.

Termonde, on the right bank of the Scheldt and on both sides of the Dendre, was flooded by the Belgians when they were attacked by the Germans on September 5th, 1914. It was sacked by the Germans a few days later. During the fighting the iron bridge across the Scheldt was blown up by the Belgians, who afterwards erected a wooden structure. This, in turn, had to be burnt.

The task of setting fire to it was allotted to a young Belgian corporal, who, when all his comrades had passed over it and were safely entrenched, ran back along the plank underneath, lighted torch in hand, and plunged this into the barrels of paraffin. These blazed up immediately. Despite the bullets constantly whizzing around him, the heroic corporal climbed on to the bridge, and completed his task by rubbing the torch along the paraffin-soaked boards. He managed to gain the shelter of the trenches on the other side of the Scheldt unscathed, but with bullet-holes in his tunic. His brave deed had been watched with intense anxiety by his comrades, some of whom, it is recorded, held their fire in the tense excitement of the moment. All gave him a rousing cheer as he rejoined them.

The aim of the enemy was to invest Antwerp from both sides of the Scheldt, and possession of Termonde was a matter of high strategic importance to them. So bravely was the place defended, however, that it took the enemy six days of hard fighting to capture it, and then the little band of defenders, who were far outnumbered by the German forces, retired upon Lokeren

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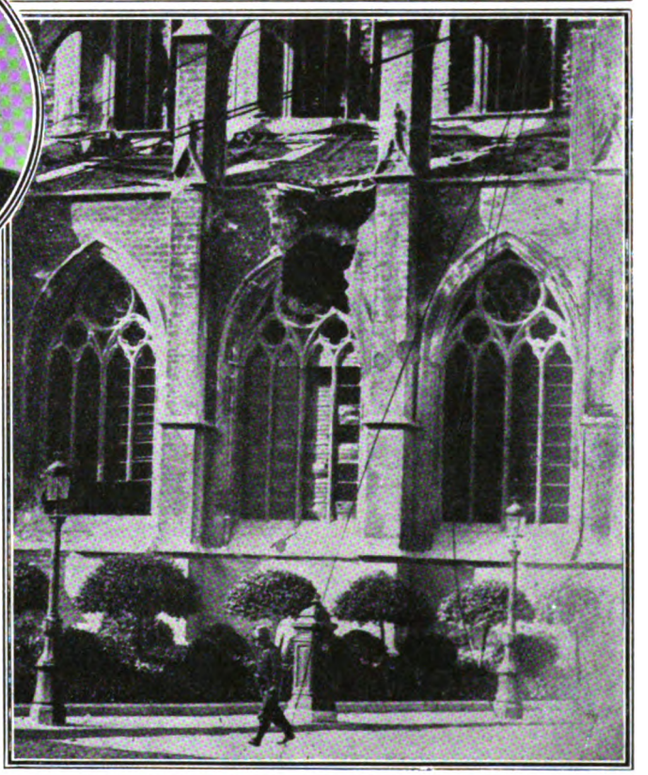
hands, the enemy gained control of the Belgian railway system, could move against Northern France, outflanking the allied armies which were assembling for its defence, and could overrun two-thirds of Belgium. It was, in fact, the cause of the precipitate retreat of the allied armies upon Paris.

The position in Northern Belgium was one of cruel anxiety. There was no force of troops available, outside Antwerp, sufficient to resist any considerable German force. The main garrison of four thousand men in Ostend had been withdrawn to Antwerp. The Civil Guards in Ghent and Bruges were disbanded, and it was resolved to offer no opposition to the Germans should they attempt to occupy those places.

At Ostend there was a sharp division of opinion among the people as to the policy that should be followed. August was the height of the season in the famous Belgian watering-place, and the *plage* of Ostend in August was for many years one of the gayest spots in Europe. When a British admiral offered to land Marines to help to defend the town there was almost revolt among those whose livelihood depended on the pleasure-seekers. If British sailors landed, the world would believe that Ostend was in danger, and visitors would not come, so the British admiral was politely told that the aid of the Marines was not desired. The hotel-keepers tried to shut their eyes to the armies of refugees pouring in, but in the end they had to recognise the situation, and one after another they closed their doors.







THE DEVASTATION OF WAR IN MALINES.

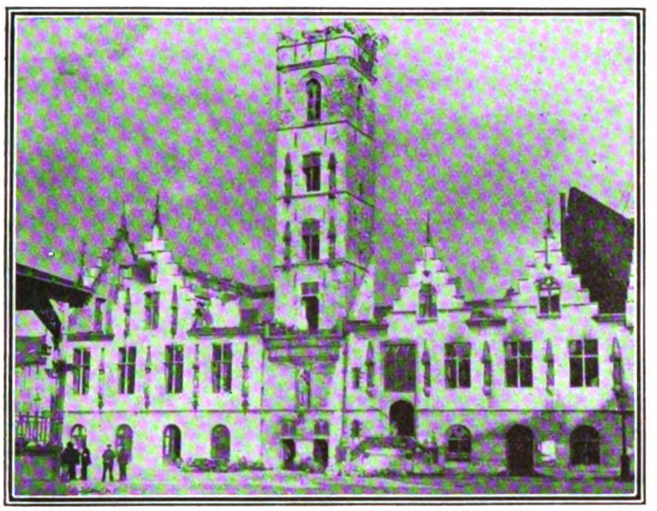
Though Malines was an unfortified town it suffered heavily from German shells. Its beautiful cathedral, the lofty tower of which was the most prominent landmark of the district, suffered badly, as indicated in the photograph immediately above. The upper photograph shows the state-room of the cathedral which was being used as a Red Cross ward when a German shell shattered it; and the portrait is that of Cardinal Mercier, Archbishop of Malines, who was refused a safe conduct home from the Papal Conclave in Rome because he declined, at the bidding of the Austrian Ambassador, to deny the reports of German atrocities in Belgium.

Then came news that the Germans were actually at Thourout, fifteen miles away, and were advancing rapidly. A panic swept over the place. The few remaining troops were hastily embarked for France, and there came a rush to escape by sea. £1,200,000 worth of gold in the Ostend banks was removed.

The real Belgians, apart from the cosmopolitan hotel-keepers and their staffs, were by no means willing that their town should be surrendered without a blow. A force of two hundred gendarmes assembled. Trenches had already been dug outside the town, and wire entanglements fixed. The men moved out and occupied the positions, and when the raiding party of Uhlans and hussars drew near, on August 25th, expecting an easy capture, they opened fire on the enemy. A skirmish followed. The German cavalry pressed bravely on, and succeeded in killing or wounding forty of the Belgians. But in the end they had to retire with heavy loss.

A skirmish at Ostend

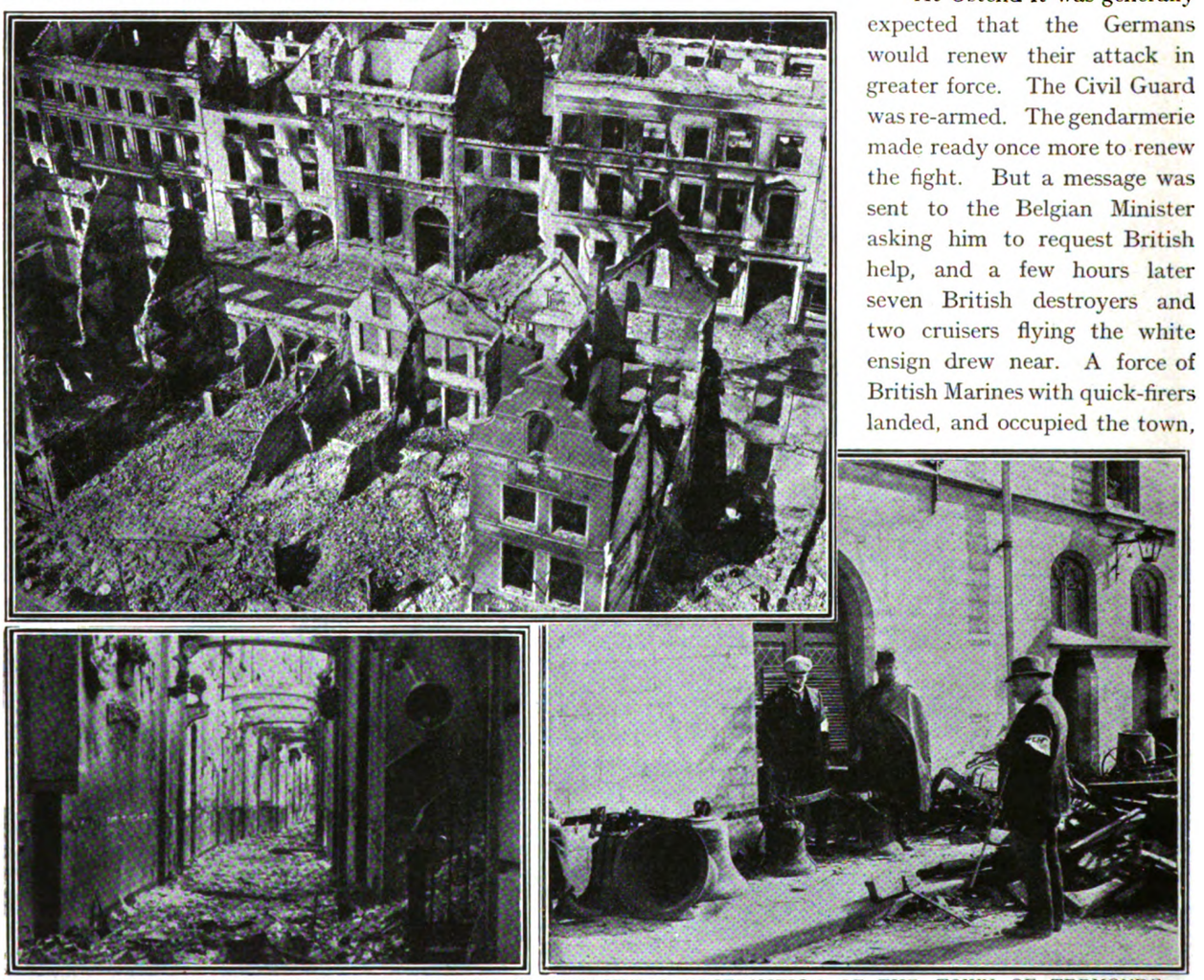
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BATTERED TOWER OF THE HOTEL DE VILLE, TERMONDE

One incident is worth mention. The Belgians captured one wounded German officer who carried arms and was clearly acting as guide to the invading party, although he wore a Red Cross badge. They brought him in a motor-car into the town for trial by court-martial for violating the Red Cross. As they drove him through the streets the passers-by recognised the man, and set up a cry of indignation. He had been until a few hours before the declaration of war a clerk at the railway-station. Notwithstanding his wounds, he attempted at one point to leap on one of his captors and strangle him. In the central square he saw an Englishman with a Union Jack. He shouted an oath, and attempted to tear away the flag. He was carried in to his court-martial, and led, a few minutes later, to his death, defiant to the last.

At Ostend it was generally expected that the Germans would renew their attack in greater force. The Civil Guard was re-armed. The gendarmerie made ready once more to renew the fight. But a message was sent to the Belgian Minister asking him to request British help, and a few hours later seven British destroyers and two cruisers flying the white ensign drew near. A force of British Marines with quick-firers landed, and occupied the town,



GERMAN "CULTURE" REACHES ITS HEIGHT IN THE UTTER DESTRUCTION OF THE TOWN OF TERMONDE.
In the appalling completeness of the destruction they achieved the Germans reached the highest point of their ghastly achievement at Termonde. The large photograph above, perhaps, exceeds in the evidence of devastation any other that reached Great Britain from the stricken towns of suffering Belgium. The small photograph on the left shows the ruins of the School of Art, and that on the right the bells of the Hotel de Ville, which fell from the shattered tower seen in the picture at the top of the page.

and for some weeks the Germans showed no further activity. Following the fall of Namur, the German military administration of Belgium was organised. The Germans showed that they intended to regard the country as annexed by conquest to the German Empire. Field-Marshal von der Goltz was appointed Governor-General of

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Belgium, and the entire country south of Alost and Malines was mapped out into military commands. The German language was introduced, the clocks were altered to German time, and day by day the process of the Germanification of the country proceeded apace. The story of the German conquest and administration of Central and Southern Belgium is an appalling one. Never before in modern history has a civilised country been treated with such merciless severity. The German General Staff deliberately adopted a policy of terrorism. This was considered necessary for a double reason—to prevent popular risings among the Belgian people and attacks upon the German communications, and—an even more important matter—to present such an example to the neighbouring population of Holland as would deter them from joining the Allies.



A ROW OF RUINED COTTAGES AT MELLE.

It was supposed, before the outbreak of war, that all campaigns would be conducted in accordance with the rules of war laid down by The Hague Conventions of 1899 and 1906. One main object of these rules was to confine the fighting, so far as possible, to soldiers, and to protect unarmed civilians. Thus looting and the shooting of innocent non-combatants were forbidden. The bombardment of open towns was prohibited, and the property of non-combatants was to be, as far as possible, spared. Within a few days of the commencement of the war the Germans showed that they intended to ignore The Hague rules.

The Hague rules ignored by Germany

There was no way of bringing them to book for such conduct. Obedience to the laws of war is a matter of national honour and of humanity. The price paid for the flagrant and sustained violation of these laws is the repudiation and distrust of neutral nations.



WHAT A GERMAN SHELL DID AT MALINES.

The German troops invaded Belgium with all preparations made for wholesale incendiarism. They were equipped with special materials for house-burning—a form of cellulose, a gun-cotton made up into twig-like cylinders or thin squares, exceedingly inflammable, burning so fiercely that a small quantity set fire to a house. Proclamations were issued that any attempt at resistance by civilians would be punished in the severest manner by the death of all concerned, and by the destruction of the town where such an attempt was made. In many places hostages were taken from among the leading citizens, usually the burgomaster, the priest, the schoolmaster, and the doctor. They were held as prisoners in order that they might be shot were the German troops in any way molested in that locality.

Looting was universal in all ranks—from the Crown Prince himself, who stole the treasures of the great chateau, to the humble soldier who tore the bracelet from the Belgian woman's arm. Express orders were given to loot in many cases. Thus some German soldiers, who were tried after capture and sentenced to death for plundering, appealed against their sentence on the ground that they had only obeyed the directions of their generals. Further, in various cases German soldiers, after the looting was over, returned to the homes of the Belgians and gave back what they had taken, saying that, though they were compelled to loot, they were not thieves.

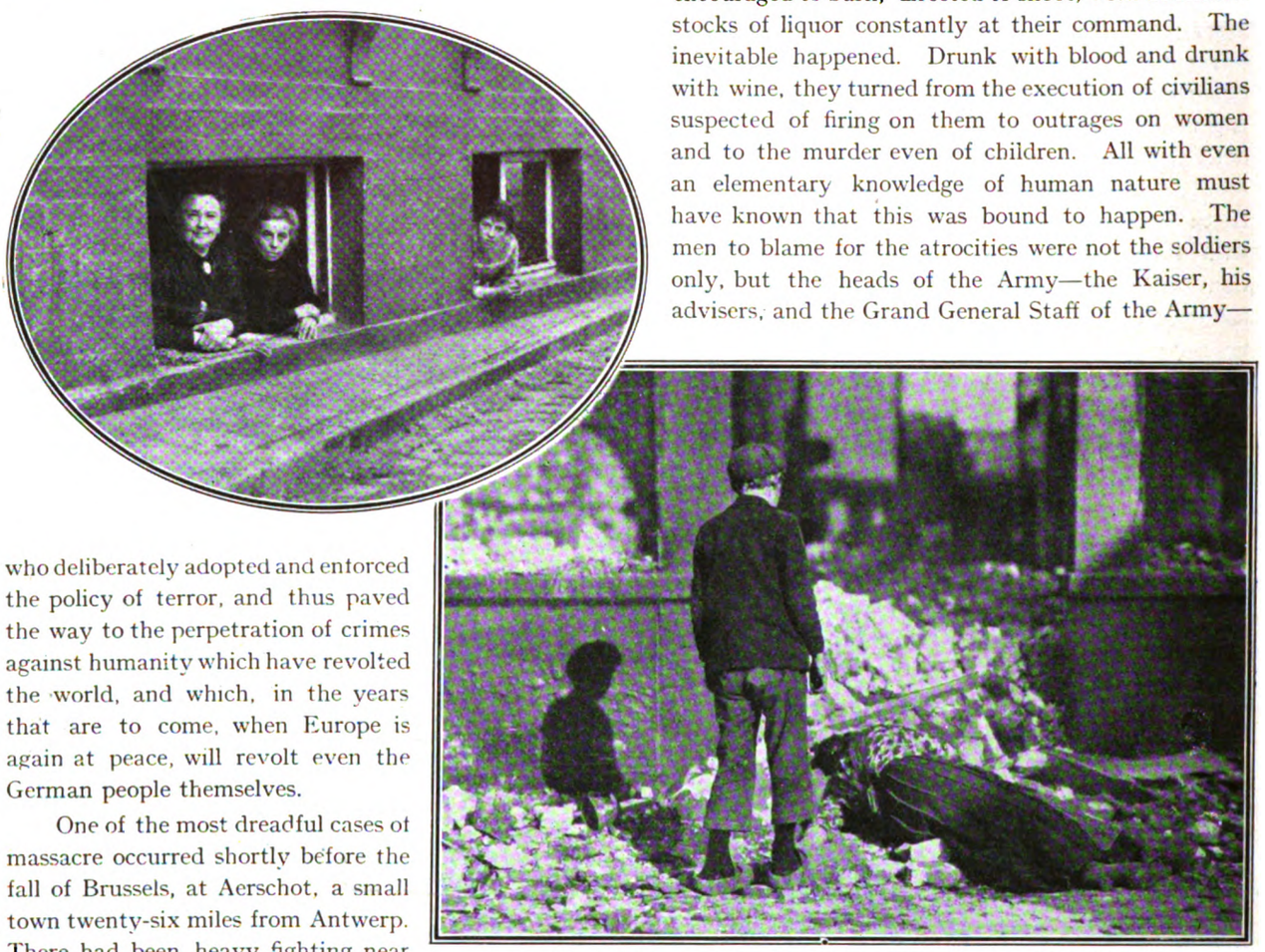


BOMB-SHATTERED REMAINS OF A MANSION NEAR MELLE.
Peasant and landed proprietor suffered from the fury of war and the wanton destruction inflicted on the most industrious little nation in Europe, whose only crime was that they accepted the assurance of a signed treaty and the oft-repeated promises of a German Kaiser

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If, in the German advance, the Uhlans were driven back at any point by the Belgians, the Uhlans returned at a later date in greater force, and shot all the men in that village and burned the houses. If one civilian in a village fired at a German soldier, all the civilians near the point where the shot had been fired were put to death, and the buildings were destroyed. Thus at Liège, out of a party of sixty Russian students living in one large apartment building, one or two are alleged to have fired at some Germans. All the sixty Russians were shot, and the entire block of flats was burned down.

The German soldiers found themselves in a wine-drinking country. The troops holding Southern Belgium—apart from the armies pushing forward to the front—drank heavily. Here, then, were men incited to plunder, encouraged to burn, directed to shoot, with abundant stocks of liquor constantly at their command. The inevitable happened. Drunk with blood and drunk with wine, they turned from the execution of civilians suspected of firing on them to outrages on women and to the murder even of children. All with even an elementary knowledge of human nature must have known that this was bound to happen. The men to blame for the atrocities were not the soldiers only, but the heads of the Army—the Kaiser, his advisers, and the Grand General Staff of the Army—



THE GERMAN WAR ON THE WOMEN OF BELGIUM.

The oval picture shows the cellar window in a house in Termonde, and the elder of the two women is an aged resident who refused to leave the house in which she was born, and in which she had lived all her life. She went through three bombardments, and fortunately her house escaped. The lower picture tells its own tragic story. A photographer came upon a scene where a Belgian woman, killed by a German shell, lay dead among the ruins, while a boy of the village looked stolidly at the pitiful scene.

who deliberately adopted and enforced the policy of terror, and thus paved the way to the perpetration of crimes against humanity which have revolted the world, and which, in the years that are to come, when Europe is again at peace, will revolt even the German people themselves.

One of the most dreadful cases of massacre occurred shortly before the fall of Brussels, at Aerschot, a small town twenty-six miles from Antwerp. There had been heavy fighting near this place, and on Tuesday, August 18th, during the retreat of the main body of the Belgian Army, a small Belgian rearguard held it against overwhelming German forces, inflicting severe losses on them. The Belgians retired during the night, and next day the German troops, after heavily bombarding the town, marched into it without resistance. Most of the people had fled, frightened by the stories of outrages they had heard from neighbouring villages. Of those who were left, many hid in cellars to escape the troops. The burgomaster, M. Josef Tielemans, went out to meet the Germans and sought, by distributing cigars among the soldiers, to keep them in good humour.

Massacres in Aerschot

That afternoon a German general, while standing on the balcony of a house, was shot. The Belgian Official Commission of Inquiry, which investigated the occurrence afterwards, declared that the shot was clearly fired, not by a civilian, but from among a body of German troops standing some little way off. One story circulated at the time was that the shot was fired by the son of the burgomaster, a lad who desired to avenge the wrongs of his country. This story was proved to be false.

The German officers, evidently believing that the shot had been fired by a Belgian, determined to make an

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example of the place. They arrested the burgomaster and his son and every man in the town, about five hundred in all. These victims had their arms tied behind them and were herded together in a field, where they were kept all night. Next morning, one out of every three was picked out and shot, the victims including the burgomaster and his son.

Before this general shooting took place, the troops dashed upon the town like madmen. They fired into houses, they flung women and children into the street, they looted everything they could find, they shot and burned, and outraged women and girls. "They showed no mercy, they knew no compassion!" said one woman who was there at the time. "They were worse than the beasts of the field. I saw house after house burned. In many of them I know there must have been sick people who, being unable to leave, were roasted to death. A young couple who had been but recently married were shot dead; my own milkmaid was murdered." In one house the Germans first shot the husband, then the wife, and afterwards killed the baby. When they had finished shooting and outraging and plundering, they set the place on fire. The men who were spared were made to dig the graves of their fellow-townsmen.







ANYWHERE, ANYWHERE—AWAY FROM THE GERMAN SCOURGE.
The family of seven Belgian refugees seen in the top picture were photographed at Ostend—all that remained of a family of twelve, the father and three sons having been killed at Termonde, and the grandfather burned to death. There is the pathos of despair in the middle picture, where an old woman and her grandchild find themselves at Ostend—"too late"—no room for them in the English boat. The third photograph is part of a procession of refugees from Alost.

The Germans entered Louvain on Wednesday, August 19th, and at once assumed a very harsh attitude towards the people. They made requisitions for huge quantities of food, and demanded the payment of a war indemnity. The soldiers were quartered in private houses, and the homes of all who had fled were broken open and sacked. The burgomaster, M. Collins, had already posted a declaration on the walls, urging the people to be calm and to make no resistance.

The Germans seized a number of leading citizens as hostages, including the burgomaster, a senator, and the head of the university. They ordered the people to surrender all arms, ammunition, and petrol, under penalty of death. They forbade them to go out after eight o'clock at night, and in certain main streets every inhabitant had to leave his doors open and his windows lighted throughout the night. The troops were given a free hand to work their own will among the people.

On the evening of Tuesday, August 25th, the Germans decided to sack the town, and to burn it to the ground. This decision was arrived at by the German commander, and the sacking and burning were systematically carried out in obedience to orders.

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If the cause of the looting and destruction of the town is obscure, there is, unfortunately, no doubt as to what followed. While most of the people were sitting down quietly at home for their evening meal, they were suddenly disturbed by the sound of firing in the streets. German soldiers rushed through the streets, firing indiscriminately into the houses, and shooting down people they met. They called on the inhabitants to come out, and in many cases as they came out shot the men down one after the other. Those who were not shot were herded together, the men in one place, the women and children in another. Some who remained in the cellars of their houses were burned alive when these houses were set alight. The prominent citizens, who had been held as hostages, including the burgomaster and the dean of the university, were shot forthwith. The troops began plundering, drinking the spirits found in the houses. Then they began to set the buildings and dwellings on fire.

Horrors of the sack of Louvain

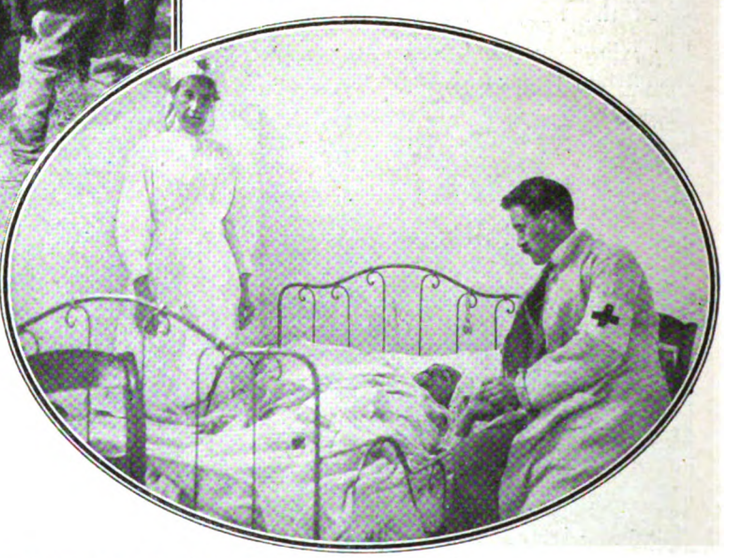
Eight days elapsed before the streets selected for punishment —containing about 7,000 houses—had been thoroughly destroyed. Then the soldiers marched out to the surrounding villages and destroyed them.

Mr. Gerald Morgan, an American journalist, visited Louvain while the massacre was in progress.

"We began to see signs of destruction in the outlying villages shortly before we reached Louvain," he wrote. "Houses in the villages were in flames. An hour before sunset we entered Louvain and found the city a smoking furnace. The railway-station was crowded with troops, drunk with loot and liquor, and rapine as well. From house to house, acting under orders, groups of soldiers were carrying lighted straw, placing it in the basement, and then passing on to the next. It was not one's idea of a general conflagration, for each house burnt separately —hundreds of individual bonfires—while the sparks shot up like thousands of shooting stars into the still night air. It was exactly like a display of fireworks or Bengal lights and set pieces at a grand display in Coney Island.







THE WOUNDS OF WAR.

The Belgian cyclist is wounded, but is able to get to the hospital, assisted by his comrades; and in the second photograph an English correspondent is giving a wounded Belgian a drink from his flask. In the bottom picture a wounded German is being tended by the Belgian Red Cross with as much care as if he were one of their own people stricken in the field—thus did Belgians return good for evil.

"Meanwhile, through the station arch we saw German justice being administered. In a square outside, where the cabs stand, an officer stood, and the soldiers drove the citizens of Louvain into his presence, like so many unwilling cattle on a market day. Some of the men, after a few words between the officer and the escorts, were marched off under fixed bayonets behind the railway-station. Then we heard volleys, and the soldiers returned. Then the train moved out, and the last we saw of the doomed city was an immense red glare in the gathering darkness. My impressions after Louvain were just as if I had read and dreamt of one of Zola's novels."

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Malines—or, to give it its Flemish name, Mechlin—is best known to the world at large as the centre of a great lace trade, Mechlin lace being famous everywhere. Despite the fact that it was, in the days before the war, a town of sixty thousand inhabitants and an important railway centre, with railway workshops, its main streets wore an air of old-world quiet, which gave the place a charm wholly its own. Many of its buildings carried the visitor back to the atmosphere of the Middle Ages. There was the cathedral, dating back to the thirteenth and fourteenth centuries, with its unfinished spire three hundred and eighteen feet in height, and with, among other treasures, Vandyck's famous picture of "The Crucifixion," and Rubens's "Miraculous Draught of Fishes." The Grande Place, with its old Cloth Hall and its picturesque gabled houses, was instinct with the memories of a remote, beautiful past, so that to walk in it was to return to the sixteenth century.

Old-world glories of Malines

The Germans, after the defeat of the main Belgian Army at Louvain, reached Malines on Monday, August 24th, and attempted to storm the town. They were in insufficient numbers, and the Belgians drove them back. They repeated their attack on August 25th, supported by artillery. Again, after a sustained fight, they had to retire, only to renew the fight on the following day, this time successfully. Then the Belgians, gathering strength in turn, once more advanced against them and drove them out.



GERMAN INVADERS DOLING OUT A LITTLE FOOD TO THE STARVING POOR OF BRUGES.
In many Belgian towns the Germans commandeered all the provisions in the shops and warehouses, thereby cutting off food supplies from the people, to whom they then gave meagre daily allowances so as to keep them alive.

The population evacuated the town on Friday, August 28th, and on August 31st the Germans opened a bombardment from Hofstadt. Malines at the time was unoccupied by Belgian troops, except for a few stragglers. The Germans seem to have taken their revenge on the ancient buildings of the town for the rebuffs they had suffered. In the course of their bombardment they did not spare even the ancient cathedral. A heavy shell tore a great hole in the roof close to the tower, the windows were smashed, the big clock was broken. Before the bombardment ended the masonry of the entire cathedral was pitted and battered, and in places riddled with projectiles, while the surrounding pavement was torn up. No one who examined Malines afterwards could fail to conclude that the Germans deliberately made the cathedral the target for their artillery fire.

Malines cathedral a German target

Termonde, the third of the Belgian towns to be wrecked by the Germans, was a prosperous riverside town on the Scheldt, of about eleven thousand inhabitants, situated amidst the rich flower-growing and market-gardening country of North-Eastern Belgium. It was the centre of a considerable industry, and among its different factories was a large jute mill.

Early in September the German troops advancing towards Antwerp came into collision with the Belgians on the banks of the Scheldt. Some severe fighting took place around Termonde, where a well-entrenched Belgian force gave the Germans considerable trouble, holding them back for some time. The Germans brought up heavy

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BELGIAN INFANTRY ISSUING FROM THE RUINED TOWN OF TERMONDE.
The Belgians were not driven out of their country without desperate fighting, that cost the Germans enormous losses, and here the retreating Belgians are seen passing through the ruined town of Termonde to attack the hated invaders from another point of vantage.

artillery, and were in sufficient force to carry out a flanking movement, which finally caused the Belgians to retire. They occupied Termonde itself, but found on their arrival that nearly all the inhabitants, warned by what had happened in other places, had fled. A few sick people were left. The managing director of the jute works had stayed with his wife and family to nurse the wounded, and had turned his home and factory into a Red Cross hospital. The German officers made the jute manufacturer's home their headquarters, and their troops were billeted in the different houses.

Systematic destruction of Termonde

On September 4th fighting took place outside Termonde, and the Germans declared that they had been fired upon, not by soldiers, but by civilians. Their commander, General Sommerfeld by name, gave orders that the town was to be burned down as a punishment.

The destruction of Termonde was carried out in the most systematic manner. Certain houses were marked to be spared. These were mostly low cafés or the homes of people supposed to be friendly to the Germans. Directions were written in chalk on the doors: "Good people here." "These are friends." "This house must on no account be burned." "It is strictly forbidden to set fire to this house"—and the like.

On September 5th the troops marched through the streets and, after taking what they wanted, burned down every house except those thus marked. The building



SHATTERED COTTAGE THAT SERVED AS A FORT.
These Belgian sharpshooters made holes in the walls of a ruined cottage, from which they could attack the German enemy in his advance through their country.

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PART OF KING ALBERT'S ARMY IN THRICE-BOMBARDED TERMONDE.
The gallantry and pertinacity of Belgian resistance made them foes who scarcely knew defeat, and their fighting qualities made the Germans pay a heavy price for every yard of their advance. This photograph was taken while some Belgian troops were marching through the desolation that was once Termonde.

which the officers had used as their headquarters and the jute factory employed as a Red Cross hospital were spared. The town-hall, a notable building, was also left untouched. But for the rest—churches, hospitals, schools, picture gallery—all shared in the common ruin. Nothing was left—not a scrap of furniture, not a particle of food. In some of the churches, as, for example, in the Church of the Benedictine Fathers, the troops smashed with the butt-ends of their rifles the statuary on the walls and on the altar. While the houses burned the officers feasted. They sat in the garden of the manufacturer's house by the banks of the river. They had music and singing, drank champagne, and pledged themselves in joyous toasts while the flames of sixteen hundred burning houses lit up the sky behind.

Teuton feasting in burning Termonde

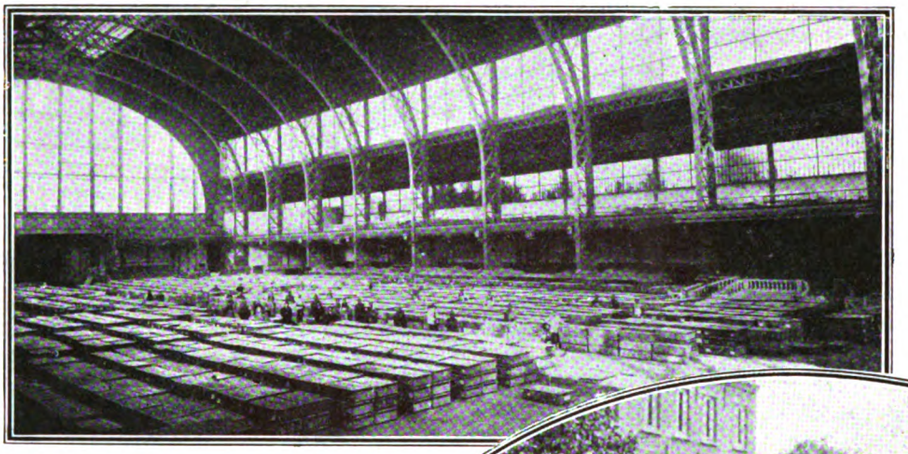
The writer of this chapter had occasion to visit Termonde shortly after the destruction of the town. The place was as a city of ghosts. Street after street of crumbling ruins stood where but a week before had been a busy, pleasant, prosperous Belgian town. Of the art gallery nothing was left but blackened beams, some tottering walls, and fragments of charred timber. The most tragic sight of all was the grief of the inhabitants who had returned seeking their homes and found nothing left. The place had been wiped out.



BRINGING DOWN THE GERMAN AIRCRAFT.
Fighting amid the ruins of a once flourishing Belgian village, these Belgian infantrymen are trying to bring to earth one of the German Taube aeroplanes used for scouting and bomb-dropping.

The home of the jute manufacturer did not escape. The German officers had specially marked this out to be spared, and so long as they remained in it the house was safe. But, when they left to move on elsewhere, their orderlies burst open the front door and rushed in. They wrecked the place. Every window was broken, the furniture smashed, drawers pulled out and emptied, desks ransacked, and cupboards laid bare. The wanton cruelty of the destruction was specially noteworthy in the children's nursery, where the Germans had not spared even the babies' toys. The drawers in a tiny dresser were forced open and rummaged. Picture books and reading books were torn to bits and scattered about the room. In the drawing-room downstairs the furniture was

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BELGIAN PIGEONS INTERNED
When the Germans entered Brussels they took all the Belgian pigeons into the market, as shown here, but afterwards they used them to carry messages from the fighting-line back to Brussels.

ripped up, and all the ornaments were smashed. The Germans apparently found special pleasure in destroying a service of fine china.

The Germans, after wrecking almost the whole of Termonde, save the marked houses and the town-hall, were forced to retire by an advance in strength of the Belgian army. It was during their retirement that this writer saw the place. A few days later they again advanced, covering their advance by a heavy artillery fire. They poured into the town and completed their work of ruin. The old town-hall, the factory, and the few remaining houses, were consigned to the flames that same night.



DAINTIES FOR BELGIUM'S DEFENDERS.
A camera-record of a scene at Alost, where a Belgian housewife distributed cakes to a company of Belgian reserves waiting the order to march forward again.

The work of destruction was not confined to a few notable towns like Louvain, Malines, and Termonde. It was carried out in hundreds of smaller towns and villages throughout the country. A large part of Central and Southern Belgium was practically reduced to a desert.

As an example of what happened in the villages, the case of Melle, a little place some four miles out of Ghent, may be mentioned. A German force numbering some thousand men, advancing towards Ghent, was checked there early in September by a small body of Belgian volunteers, numbering about five hundred. The Belgians had two old guns, so old that they were more dangerous to the defenders than to the enemy; the Germans were splendidly equipped with artillery and machine-guns. The Belgians held the railway embankment, and succeeded in punishing the advancing Germans severely. They were outflanked and driven into a field to the side of the village. Here they hastily entrenched themselves, and held on stubbornly so long as the slightest chance remained. The battle lasted from two until four in the afternoon. The Belgians then fell back on Ghent, and at six o'clock in the evening the German troops occupied the place.

Heroism of Belgian volunteers

There was one large modern house there, the home of a Ghent barrister. The German officers took possession of this and commanded a meal, which was provided, the lawyer's wife and her maids giving them the best they had. The soldiers were billeted among the cottages of the village, where they took what they wanted.

Then the officers, having finished their dinner, went outside and ordered the barrister's house to be burned down. This was promptly and thoroughly done. The soldiers, acting under orders, began to set the small houses of the village on fire. There was one little farmhouse where a labouring man, his wife, and two sons—one aged fifteen and the other nineteen—lived. The soldiers, entering this house, seized the elder son, declaring that he must be a Belgian soldier who had sought to disguise himself by putting on civilian clothes. Refusing to listen

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to his denial, they shot him in front of the kitchen door, before his parents and his brother. Several civilians in the village itself were shot. Many of the women were outraged. Others were driven forth into the fields. The stories told by the people of their treatment at the hands of the soldiers are so horrible that, were they not confirmed by what happened in other places, they would seem almost incredible. Some visitors, arriving at the place a few days afterwards, found outside the door of one of the burned houses the little foot of a child, hacked off at the ankle. The foot was photographed.

Terrible relic of Prussian crime

In the case of Melle, the people one and all deny that any attack was made on the Germans. All the evidence points to the improbability of such an attack. The Belgian villagers were few; they knew that the German troops numbered many thousands; they knew, too, that any violence on their part would bring immediate and terrible reprisals. It is altogether unlikely that they would have invited such punishment. Presumably, the Germans were maddened by the loss of some of their own officers, who were shot down in fair fighting while advancing on the Belgian troops.

General von Boehn, commanding the 9th German Army, operating in Northern Belgium, was interviewed early in September by Mr. Alexander Powell, correspondent of the "New York World," who did very notable work in Belgium. Mr. Powell, who himself had witnessed some of these atrocities, asked the general the cause of them. General von Boehn began by asserting that the accounts were a tissue of lies. "Of course our soldiers, like soldiers in all armies," he said, "sometimes get out of hand and do things which we would never tolerate if we knew it. At Louvain, for example, I sentenced two soldiers to twelve years' penal servitude



THE MURDERED BURGOMASTER'S GARDEN.
The burgomaster at Visé was hanged by the Germans, and his garden, as seen here, converted into a field kitchen.

apiece for assaulting a woman." In answer to further questions, he declared Louvain had been burned because townspeople had fired on the German troops. Smashing his fist down upon the table he vowed: "Wherever civilians fire upon our troops we will teach them a lasting lesson. If the women and children insist on getting in the way of bullets, so much the worse for women and children." This defence speaks for itself.



GERMANS LORDING IT IN BELGIUM.
These German soldiers, preparing a meal in one of the occupied Belgian villages, seemed uneasy under the eyes of the Red Cross priest who happened to pass.

The military operations in North-Eastern Belgium during September were of minor importance. They proved that the Belgian Army, heavy though its losses had been, retained its ardour unquenched. The Belgian troops operating from Antwerp made continuous raids upon the German lines, and constantly skirmished with the enemy. The Germans advanced to the suburbs of Ghent, and only refrained from entering that city because of an arrangement made by them with the burgomaster. They kept in touch with the Belgians, driving them back here, being driven back in turn there, but waiting for orders for the more serious movement that was to come when the real Siege of Antwerp was to be begun.

Fighting outside Antwerp before the siege

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A FOOTNOTE TO VOLUME I.

WE have now arrived at the point where the great events of the war succeed each other with dramatic rapidity, and the narrative goes vividly forward in an intense and moving story of high heroic deeds of unparalleled magnitude and importance. But before we go on to the broad, vivid, interesting, and connected narrative of the mighty military operations, on which the destinies of the whole human race directly or indirectly depended, we may as well sum up the results of our survey of the forces and interests engaged.

We have seen how the struggle began, into which half the world was at last drawn. Great Britain stood out to the last in the hope of peace, and yet, gathering her Grand Fleet for the historic review at Spithead, placed over the heart of the Empire, at the moment of increasing peril, the sure shield of the Navy. Then we traced how Germany, the sombre, ambitious power, working in sinister fashion to heighten the diplomatic tension, mobilised her vast Army for the conquest of the empire of the earth.

Her first army swept in careless confidence into Belgium, and was shattered against Liège, the stand made by the outnumbered but intrepid Belgian troops under General Leman thrilling the modern world as deeply as the defence of Thermopylæ thrilled the ancient world. We then saw how, in answer to the call of King Albert, Britain prepared and launched across the Channel her small but important Expeditionary Force, which was to fight its way quickly to astonishing power and immortal glory, and grow into an army of a million and more fighting men of supreme quality.



SWIFT JUSTICE TO A GERMAN SPY.

Despite the revelations of the German spy system in France in 1870-71 the Allies seem to have been unprepared for its developments in 1914. Our illustration is of an early-morning scene at Termonde, where one of the Kaiser's secret emissaries, detected in his treacherous work, met his death amidst the ruin wrought by his military masters in one of Belgium's industrial towns.

In the meantime we had to watch, sadly, proudly, the desperately stubborn and gallant way in which the little Belgian Army contested the advance of the German invaders, pouring—a million strong—towards the fields of Flanders, where they intended to deploy for the march on Paris.

Passing then to another aspect of the struggle, we observed the British Fleet put out to sea, and saw the Germans begin their stealthy work of mine-laying, by vainly attempting to seal the waterway to London. We studied the means by which Germany tried to interrupt the food supplies to the British Isles, and cripple our sea-borne commerce. We watched the more deadly silent way in which our own Navy began to exert pressure on the foe, and make the Teuton merchant marine and ocean trade dissolve and vanish with terrible suddenness.

By this time the advance guards of the Russian Army had begun to move towards the frontiers of Germany and Austria, while the Grand Duke Nicholas was preparing a surprise for the Teutonic Empires by the unexpected swiftness of the Russian mobilisation. We learned to appreciate the great improvements that had been effected in the training of the Russian soldier and in the quality of the Russian armament since the war in Manchuria, and we saw how Russia had profited by her former disasters even as we had profited by our misfortunes in the first part of the South African campaign.

But since both these wars a new military arm of unexplored possibilities and untested power had been created in the flying-machine and the airship. It had been made clear at manœuvres that the airman was a strange, disconcerting factor in warfare. Under his direction artillery fire became more deadly, and the art of reconnaissance—in daylight, at least—was completely changed. To a vast hostile army, with long lines of communications, his bomb-dropping raids looked like being very inconvenient, while his extraordinary range of vision and speed of movement as a scout made him extremely formidable.

But then—as a contrast—we saw the Serbs, with little help from the new arm, inflict upon the overweening, oppressive Austrians at Shabatz one of the decisive defeats of the war, and give help of great value to Russia, by detaining through the critical period of the campaign a large Austrian army round the Save and Danube.

Resuming, then, the survey of the new creations of warfare, we studied the mysterious submarine, "the deadliest thing that keeps the seas," and observed how this wonderful artificial fish-like thing found its first victims in the Pathfinder and the Hela. Then, in the Battle of Heligoland Bight, we saw the submarine displace the destroyer as the sea scout, and lead, in British hands, to the first important naval victory.

Meanwhile General Rennenkampf set out on the Cossack raid on East Prussia, that threw into disorder the plans of the German Military Staff, and relieved France of some of the pressure that was falling upon her. But we watched Belgium in her agony—the massacre at Aerschot, the sack and burning of Louvain, the wrecking of Malines, the destructions, crimes, that provoked passionate anger in even the calmest of neutral nations. And from these dreadful acts of the modern barbarians the story in the succeeding volumes of THE GREAT WAR will march, after a broad, brief survey of other events in the fields of war, to a connected narrative of the great battles and historic operations in the mighty struggle, on which turned the future course of the whole human race, and the evolution and extension of the institutions of free, popular government in all parts of the civilised world.

END OF VOLUME I.

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